



1998 TRANSPORTATION IMPROVEMENT PROGRAM

**Pennsylvania
Subregion
FY1997-2000**

**New Jersey
Subregion
FY1998-2002**

DECEMBER, 1997

ADOPTED JULY, 1997



Delaware Valley Regional Planning Commission

**1998
TRANSPORTATION
IMPROVEMENT
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**Pennsylvania
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FY1997 - 2000**

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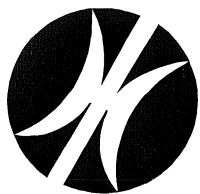
ADOPTED JULY, 1997



Delaware Valley Regional Planning Commission

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions between the Office of Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Planning, and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



The DVRPC logo is adapted from the official seal of the Commission and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: December 1997
1998 TRANSPORTATION IMPROVEMENT PROGRAM	
Pennsylvania Subregion FY1997 - 2000 New Jersey Subregion FY1998 - 2002	
<i>A Multi-Modal Approach to Surface Transportation</i>	Publication No. 98001

Geographic Area Covered:

Bucks, Chester, Delaware, and Montgomery counties, and the City of Philadelphia in Pennsylvania;
Burlington, Camden, Gloucester and Mercer counties in New Jersey

Key Words:

Transportation, TIP, Highways, Transit, Bridges, Federally Funded Projects, ISTEA

ABSTRACT

This document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the Delaware Valley Region which will seek federal funding in fiscal years 1997 to 2000 for the Pennsylvania Subregion and fiscal years 1998 to 2002 for the New Jersey Subregion. Also included is a description of the planning process and the roles of the numerous agencies responsible for planning, scheduling and implementing these projects.

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Executive Summary

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Fiscal Year 1998 - 2002 Transportation Improvement Program (TIP) for the New Jersey portion of the region and the continuing Fiscal Year 1997 - 2000 TIP as amended for the Pennsylvania portion of the region. The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies. The TIP is the culmination of the region's transportation project development process.

New Jersey Subregion

The FY 1998 - 2002 TIP for New Jersey contains over 160 projects, totaling \$1.3 billion to be implemented over the next five years. It includes \$863 million in projects primarily addressing the highway system and \$491 million of transit projects for NJ TRANSIT and DRPA/PATCO.

Table 1 (see page 9) compares DVRPC's share of statewide highway and transit resources with those of New Jersey's other two Metropolitan Planning Organizations (MPOs) - the North Jersey Transportation Planning Authority and the South Jersey Transportation Planning Organization. Of the \$4.7 billion programmed to the MPOs for highway projects over the five year TIP period (excluding statewide line items), the DVRPC region will receive about \$863 million, or 18%, the NJTPA region will receive almost \$3.4 billion, or 73%, and the SJTPO region will receive about \$414 million, or 9%. In addition to these funds, the proposed program contains statewide line items totaling \$1.6 billion, or about 25% of the overall program. NJTRANSIT resources are distributed among the three MPOs as follows. Of the \$3.6 billion programmed statewide, DVRPC will receive about \$427 million, or 12%, the NJTPA will receive about \$3.1 billion, or 86%, and the SJTPO will receive about \$57 million, or 2%.

Table 2 (see page 12) presents a funding summary of the DVRPC program by county and transit operator for each of the five TIP years.

Pennsylvania Subregion

The continuing FY 1997 - 2000 TIP for Pennsylvania contains over 400 projects totaling about \$2.4 billion. It includes \$1.3 billion in projects primarily addressing the highway system and \$1.1 billion of transit projects for SEPTA, Pottstown Urban Transit, and PennDOT. Table 3 (see page 16) presents a funding summary of the Pennsylvania program by county and transit operator for each of the four TIP years.

On a statewide basis, the DVRPC program represents approximately 32% of total statewide resources - about 24% of highway and bridge funds, and about 52% of transit funds.

What this Document Includes

The document is divided into five sections. The first section provides a general overview of the TIP and the TIP development process. It is intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. Section two presents various summaries and comparisons of the program of projects as well as the demonstration of financial constraint. Section three describes the process DVRPC used to solicit public input on the draft New Jersey document. The fourth section consists of a series of maps displaying the project locations. Finally, the project lists follow in section five. Four appendices are also included which provide additional information related to the TIP.

Section One: General Overview of the TIP

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering/final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers five years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four year period and is updated every other year. Fiscal Year 1998 is the off-year in Pennsylvania's TIP update cycle.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the "best estimate" at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects,

advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU). The MOUs between DVRPC, NJDOT, and NJ TRANSIT and between DVRPC, PennDOT, and SEPTA are located in Appendix B.

Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

How Does the TIP Relate to the Long Range Plan?

Regionally significant projects must be drawn from the region's long range plan and all projects in the TIP must help implement the goals of the plan. The long range plan, required by federal law, is the document which helps direct transportation and land use decisions over a minimum 20 year horizon. The TIP represents the translation of recommendations from DVRPC's long-range transportation plan, the Year 2020 Plan, into a short-term program of improvements.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of state implementation plans (SIP) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. That is, if the regionally significant projects contained in a TIP are a subset of the regionally significant projects in the transportation plan, the TIP conforms without the need for a separate emissions analysis.

Prior to adoption of this TIP, three projects in New Jersey which were not previously in the Transportation Element of the DVRPC Year 2020 Plan were approved by the DVRPC Board as Plan amendments. The amended Plan has been tested for conformity and found to meet all of the requirements, including the three critical emissions tests:

- VOCs, NO_x and CO emissions in each of the analysis years are less than the emissions in the base year 1990;
- VOCs, NO_x and CO emissions in each of the analysis years are less than the baseline emissions in the same analysis year; and

-
- VOCs, NO_x and CO emissions are less than any budget established by the states for the budget year and any subsequent analysis year.

Documentation of the conformity finding is included in Appendix C. A complete description of the conformity procedures can be found in *Conformity of the Transportation Element of the Year 2020 Plan*, September 1995.

How is the TIP Funded?

The major funding sources for the projects in the TIP are the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities and private developers or toll authorities, as well as transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications.

Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed their own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners, transit operators, citizen representatives, and transportation related interest groups, makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It's on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that their project moves forward - the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a "top-down" perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicle for ongoing public participation in DVRPC's planning and programming activities is the Regional Citizens Committee (RCC). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, the RCC reviews and comments on most DVRPC policies and plans. To become a member of the RCC, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the draft TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30 day public comment period and holds several "open house" meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the draft TIP are distributed to dozens of libraries and the TIP documents are able to be viewed via DVRPC's home page on the Internet at <http://www.libertynet.org/~dvrpc>.

Specific information regarding the public comment process for the Draft FY1998-2002 TIP for New Jersey is provided in section three of this document.

Section Two: Summary of TIP Projects

New Jersey Subregion

The FY 1998 - 2002 TIP for the New Jersey subregion contains over 160 projects, totaling \$1.3 billion to be implemented over the next five years. It includes \$863 million in projects primarily addressing the highway system and \$491 million of transit projects for NJ TRANSIT and DRPA/PATCO. The following tables and charts summarize the program.

Statewide Summaries by MPO

Table 1 and Figures 1 and 2 compare DVRPC's share of statewide highway and transit resources with those of New Jersey's other two MPOs - the North Jersey Transportation Planning Authority and the South Jersey Transportation Planning Organization. Of the \$4.7 billion programmed to the three MPOs for highway projects over the five year TIP period (excluding statewide line items), the DVRPC region will receive about \$863 million, or 18%, the NJTPA region will receive almost \$3.4 billion, or 73%, and the SJTPO region will receive about \$414 million, or 9%. In addition to these funds, the program contains statewide line items totaling \$1.6 billion, or about 25% of the overall program.

NJTRANSIT resources are distributed among the three MPO's as follows. Of the \$3.6 billion programmed statewide, DVRPC will receive about \$427 million, or 12%, the NJTPA will receive about \$3.1 billion, or 86%, and the SJTPO will receive about \$57 million, or 2%.

DVRPC Summary by County and Transit Operator

Table 2 and Figure 3 summarize the DVRPC program by county and transit operator. Of the \$1.3 billion in highway and transit projects programmed for the New Jersey subregion, projects in Burlington County account for \$103 million (8%), projects in Camden County account for \$219 million (16%), projects in Gloucester County account for \$87 million (6%), projects in Mercer County account for \$217 million (16%), and region-wide projects account for \$237 million (18%). DRPA/PATCO projects represent \$64 million (5%), and NJ Transit projects represent \$427 million (32%).

DVRPC Summary by Funding Source

Figure 4 indicates the amounts from the various funding sources needed to implement the \$1.3 billion program. Federal Highway Administration funds account for 33%, Federal Transit Administration funds account for 14%, State funds account for 52%, and DRPA funds account for 1%.

Table 1
New Jersey Statewide Highway and NJ TRANSIT Summary by MPO
FY 1998 - 2002
(\$000)

NJDOT Highway Program										
	FY 1998	% of State	% of MPOs	FY 1999	FY 2000	FY 2001	FY 2002	5-Year Total	% of State	% of MPOs
DVRPC	\$175,665	14%	19%	\$157,809	\$143,281	\$136,475	\$250,200	\$863,430	14%	18%
NJTPA	\$576,354	46%	64%	\$651,222	\$692,841	\$813,710	\$660,707	\$3,394,834	54%	73%
SJTPO	\$154,513	12%	17%	\$44,318	\$74,463	\$66,255	\$74,628	\$414,177	7%	9%
MPO Subtotal	\$906,532	73%	100%	\$853,349	\$910,585	\$1,016,440	\$985,535	\$4,672,441	75%	100%
Statewide	\$338,756	27%	n/a	\$317,460	\$291,915	\$302,952	\$333,330	\$1,584,413	25%	n/a
Total State	\$1,245,288	100%	n/a	\$1,170,809	\$1,202,500	\$1,319,392	\$1,318,865	\$6,256,854	100%	n/a

NJ TRANSIT Program *										
	FY 1998	% of State	% of MPOs	FY 1999	FY 2000	FY 2001	FY 2002	5-Year Total	% of State	% of MPOs
DVRPC	\$67,517	10%	10%	\$85,330	\$85,850	\$94,853	\$93,387	\$426,937	12%	12%
NJTPA	\$567,606	87%	87%	\$567,300	\$571,528	\$674,669	\$706,444	\$3,087,547	86%	86%
SJTPO	\$13,958	2%	2%	\$11,153	\$9,402	\$11,266	\$11,053	\$56,832	2%	2%
MPO Subtotal	\$649,081	100%	100%	\$663,783	\$666,780	\$780,788	\$810,884	\$3,571,316	100%	100%
Statewide	\$0	0%	n/a	\$0	\$0	\$0	\$0	\$0	0%	n/a
Total State	\$649,081	100%	n/a	\$663,783	\$666,780	\$780,788	\$810,884	\$3,571,316	100%	n/a

* DRPA/PATCO program is not included in this Statewide table. See Table 2.

Figure 1
New Jersey Statewide Highway Summary by MPO
FY 1998 - 2002
(\$000)

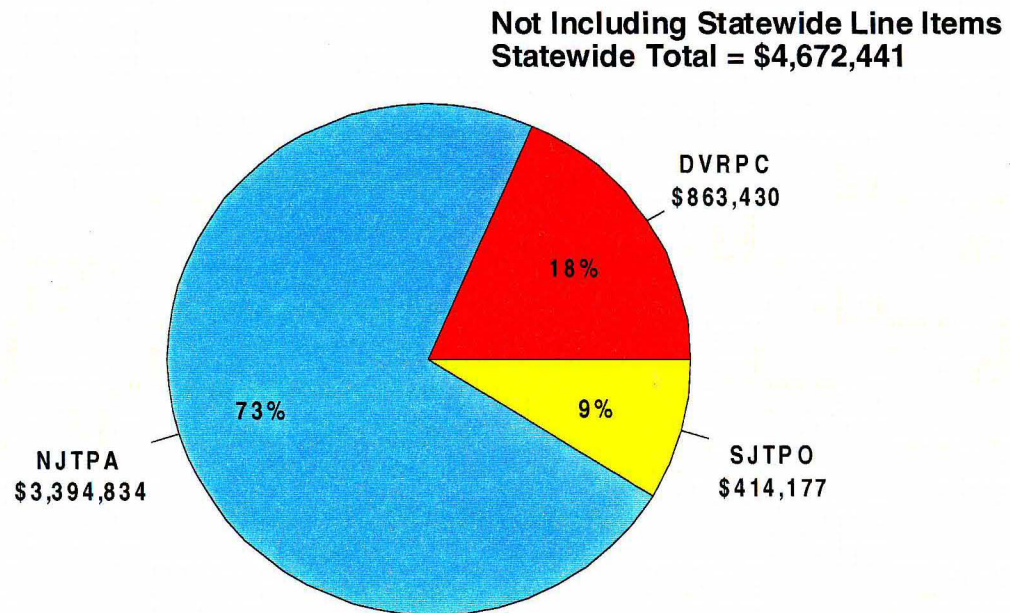
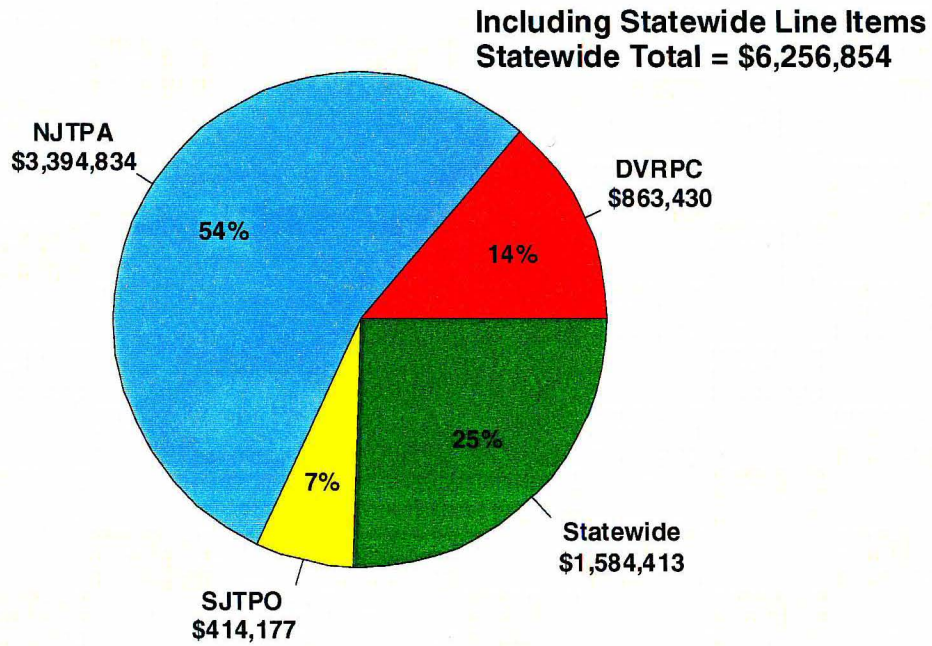
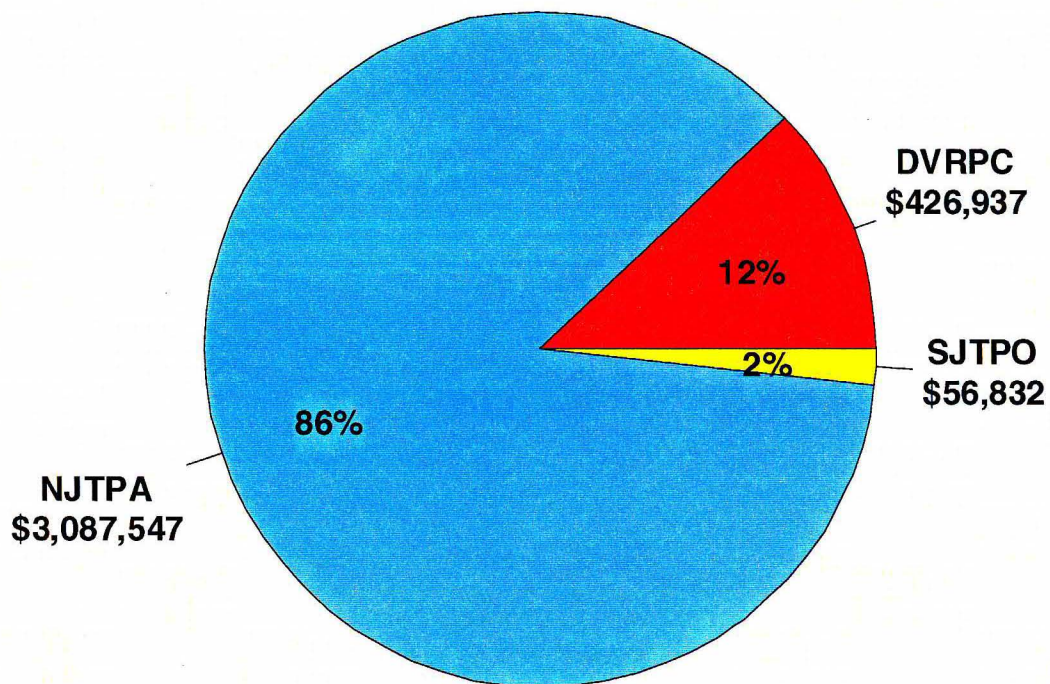


Figure 2
Statewide NJTRANSIT Summary by MPO
FY 1998 - 2002
(\$000)

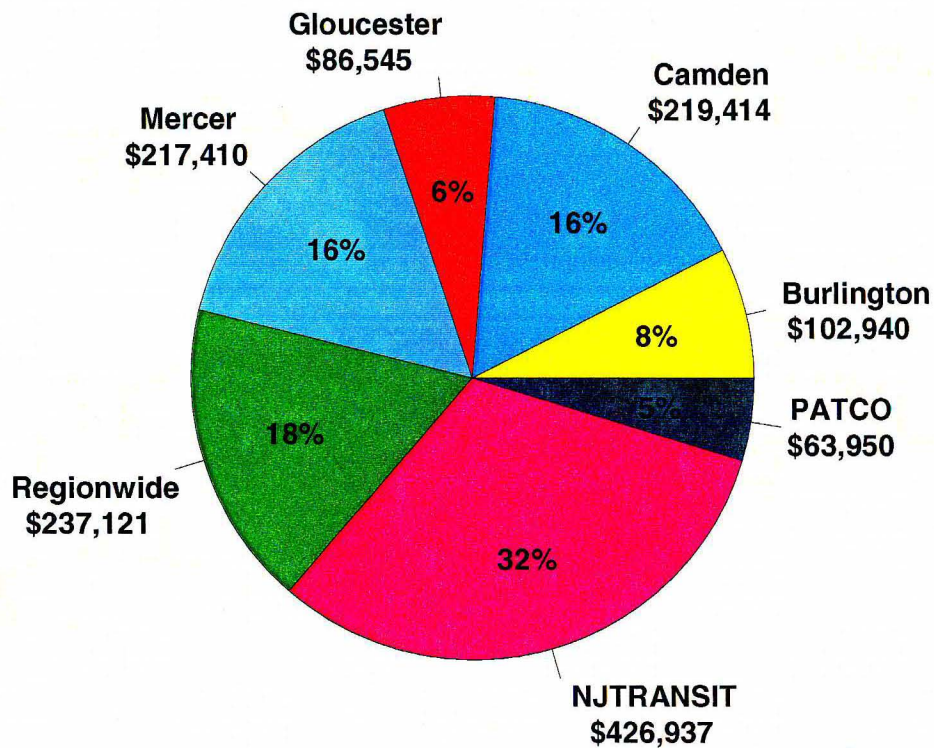


Statewide Total = \$3,571,316

Table 2
DVRPC Funding Summary by County and Transit Operator
New Jersey Subregion
(\$000)

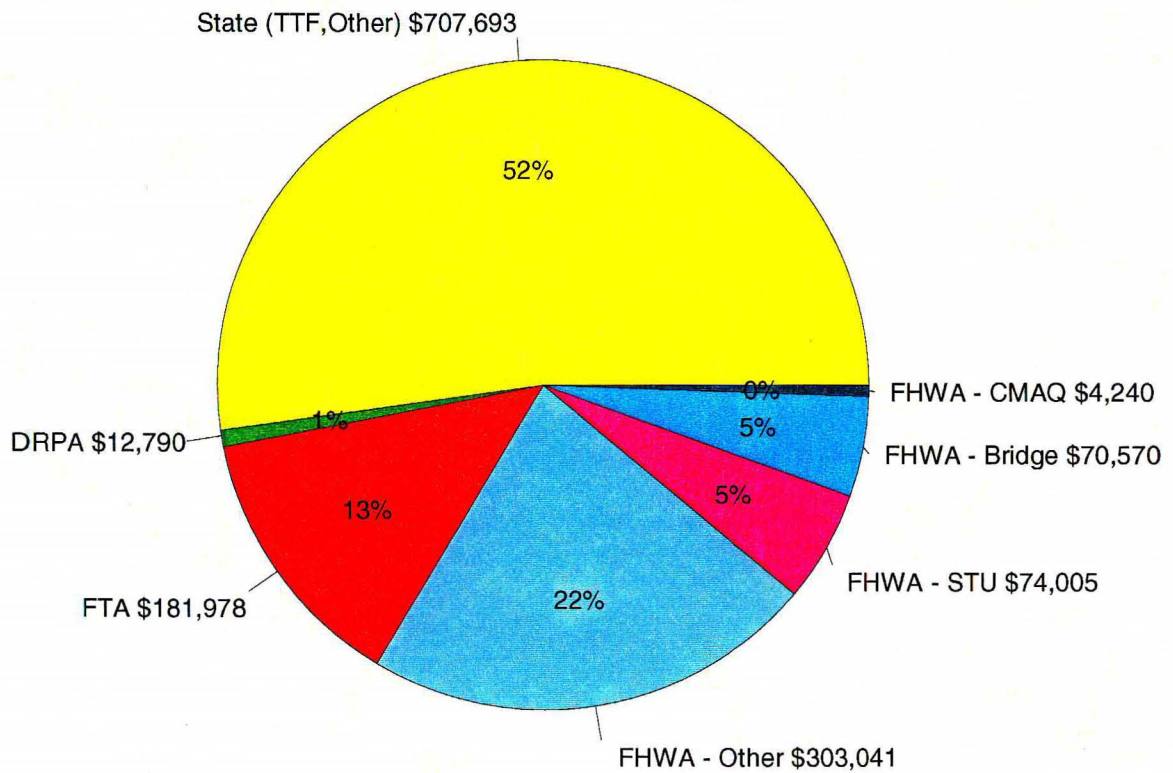
	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	Total
Highway						
Burlington	\$7,185	\$16,025	\$4,505	\$29,325	\$45,900	\$102,940
Camden	\$24,420	\$24,569	\$25,815	\$13,965	\$130,645	\$219,414
Gloucester	\$34,580	\$4,875	\$11,410	\$23,550	\$12,130	\$86,545
Mercer	\$73,370	\$63,820	\$58,690	\$14,890	\$6,640	\$217,410
Regionwide	\$36,110	\$48,520	\$42,861	\$54,745	\$54,885	\$237,121
Subtotal	\$175,665	\$157,809	\$143,281	\$136,475	\$250,200	\$863,430
Transit						
DRPA/PATCO	\$10,700	\$13,900	\$15,850	\$13,000	\$10,500	\$63,950
NJTRANSIT	\$67,517	\$85,330	\$85,850	\$94,853	\$93,387	\$426,937
Subtotal	\$78,217	\$99,230	\$101,700	\$107,853	\$103,887	\$490,887
Total	\$253,882	\$257,039	\$244,981	\$244,328	\$354,087	\$1,354,317

Figure 3
DVRPC Funding Summary by County and Transit Operator
FY 1998 - 2002 TIP
New Jersey Subregion
(\$000)



DVRPC Total = \$1,354,317

Figure 4
DVRPC Summary by Funding Source
FY 1998 - 2002 TIP
New Jersey Subregion
(\$000)



DVRPC Total = \$1,354,317

Pennsylvania Subregion

The continuing FY 1997 - 2000 TIP for the Pennsylvania subregion contains over 400 projects totaling about \$2.4 billion. It includes \$1.3 billion in projects primarily addressing the highway system and \$1.1 billion of transit projects for SEPTA, Pottstown Urban Transit, and PennDOT.

Summary by County and Transit Operator

Table 3 and Figure 5 summarize the program by county and transit operator. Of the \$2.4 billion in highway and transit projects programmed for the Pennsylvania subregion, projects in Bucks County account for \$177 million (7%), projects in Chester County account for \$136 million (6%), projects in Delaware County account for \$75 million (3%), projects in Montgomery County account for \$342 million (14%), projects in the City of Philadelphia account for \$195 million (8%), and Regionwide projects account for \$400 million (17%). SEPTA projects represent \$1 billion (43%), PennDOT transit projects represent \$35 million (1%), and Pottstown Urban Transit projects represent \$2 million.

Summary by Funding Source

Figure 6 indicates the amounts from the various funding sources needed to implement the \$2.4 billion program. Federal Highway Administration funds account for 36%, Federal Transit Administration funds account for 24%, State funds account for 37%, and Local funds account for 3%.

Statewide Share

On a statewide basis, the DVRPC program represents approximately 32% of total statewide resources - about 24% of highway and bridge funds, and about 52% of transit funds.

Toll Authority Projects

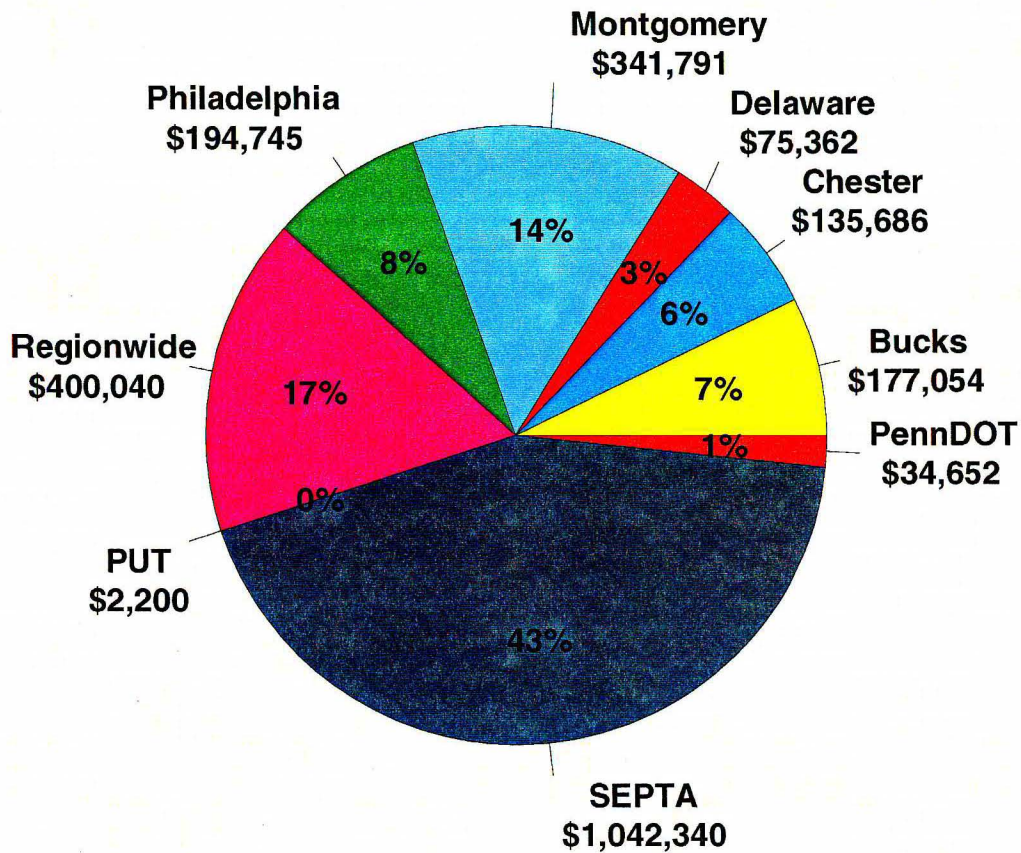
Although not included in the project listings or funding summaries, the toll authorities (Delaware River Port Authority, New Jersey Turnpike, Pennsylvania Turnpike, South Jersey Transportation Authority, etc.) undertake numerous significant highway and port related projects in the region. Those projects which are scheduled for this TIP period are listed along with their associated costs and schedules in Table 4.

Table 3

**DVRPC Funding Summary by County and Transit Operator
Pennsylvania Subregion
(\$000)**

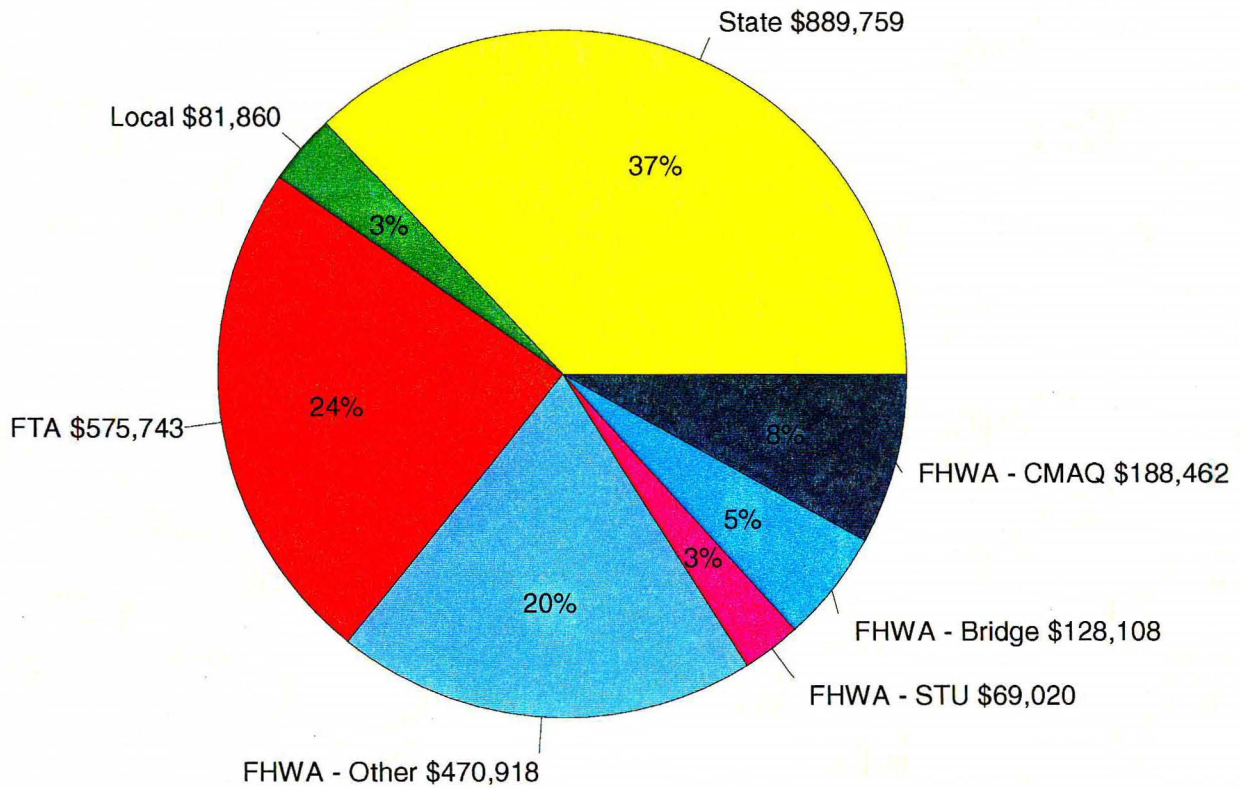
	FY 1997	FY 1998	FY 1999	FY 2000	Total
Highway					
Bucks	\$50,332	\$66,397	\$13,838	\$46,487	\$177,054
Chester	\$34,361	\$74,368	\$17,414	\$9,543	\$135,686
Delaware	\$35,303	\$15,482	\$14,477	\$10,100	\$75,362
Montgomery	\$127,234	\$105,489	\$27,657	\$81,411	\$341,791
Philadelphia	\$110,636	\$45,999	\$30,135	\$7,975	\$194,745
Regionwide	\$20,614	\$210,981	\$81,976	\$86,469	\$400,040
Subtotal	\$378,480	\$518,716	\$185,497	\$241,985	\$1,324,678
Transit					
PennDOT	\$3,740	\$15,456	\$15,456	\$0	\$34,652
Pottstown	\$770	\$710	\$720	\$0	\$2,200
SEPTA	\$304,840	\$274,600	\$237,000	\$225,900	\$1,042,340
Subtotal	\$309,350	\$290,766	\$253,176	\$225,900	\$1,079,192
Total	\$687,830	\$809,482	\$438,673	\$467,885	\$2,403,870

Figure 5
DVRPC Funding Summary by County and Transit Operator
FY 1997 - 2000 TIP
Pennsylvania Subregion
 (\$000)



DVRPC Total = \$2,403,870

Figure 6
DVRPC Summary by Funding Source
FY 1997 - 2000 TIP
Pennsylvania Subregion
(\$000)



DVRPC Total = \$2,403,870

Table 4**Toll Authority Highway and Port Related Projects**

Project Description	Schedule	Total Cost
<i>Delaware River Port Authority Projects</i>		
<i>Specific Bridge Projects</i>		
Betsy Ross Bridge and Approach Roadway Repavement: Mill or seal existing paving; repave bridge, ramps, roadway, and toll plaza area.	1996 to 1998	\$5,926,000
Benjamin Franklin Bridge Toll Plaza Modifications: Changes at toll plaza to facilitate traffic flow as part of final one-way toll implementation.	1995 to 1998	\$8,381,000
Walt Whitman Bridge Corridor Reconstruction Project: Redecking and roadway and traffic flow improvements.	Pre-1995 to 2001	\$149,913,000
Commodore Barry Bridge Deck Condition Survey and Deck Rehabilitation: Study and rehabilitation as recommended by consultants.	1997 to 2000	\$13,500,000
<i>System-Wide Bridge Projects</i>		
Electronic Toll Collection: Study and implementation of advanced toll collection systems at DRPA bridges.	1996 to 1998	\$3,999,000
IVHS Master Plan: Study of IVHS technologies and testing of selected IVHS equipment at bridge facilities.	1995 to 1997	\$781,000
Variable Message Signs: Installation of remotely controlled high visibility speed limit and message signs.	1999 to 2001	\$2,200,000
<i>Special Projects</i>		
Fastship: Conceptual design, project management, construction of state-of-the-art port facility using advanced cargo handling capabilities and logistics	1995 to 1999	\$76,000,000

Studies

Numerous Congestion Management System (CMS) Studies, Major Investment Studies (MIS), Environmental Impact Statements (EIS), and area studies are currently underway in both states that will likely generate future TIP projects. CMS studies analyze travel demand reduction and operational management strategies as alternative solutions to single occupancy vehicle capacity adding projects. The purpose of an MIS is to provide in-depth technical information about the impacts of significant transportation investment alternatives in order to ensure cost-effective decisions. An EIS analyzes the significant environmental impacts of a project and identifies alternatives which would avoid or minimize the adverse impacts. DVRPC's Unified Planning Work Program identifies all ongoing studies. Selected studies are listed in Table 5.

Table 5

Selected Transportation Studies Currently Underway

Pennsylvania	County(ies)
Quakertown Area Transportation Study	Bucks
Hatfield Area Transportation Study	Bucks/Montgomery
Tri-County Transportation Study	Chester/Montgomery/Berks
PA 41 Traffic Study	Chester
US 202 Transportation Studies (Sections 100, 600, and 700)	Delaware/Chester/Montgomery/Bucks
US 322 Traffic Study	Delaware
PA Turnpike/I-95 Interchange Study	Bucks
PA 463 Traffic Study	Montgomery
Roosevelt Boulevard Corridor Major Investment Study	Philadelphia
Schuylkill Valley Metro Study	Philadelphia/Montgomery/Chester/Berks
Cross County Metro Study	Chester/Montgomery/Bucks
PA Turnpike Slip Ramp Study	Chester/Montgomery/Bucks
New Jersey	County(ies)
East West Corridor Study	Gloucester
US 130 Corridor Study	Burlington
CR 536 Spur Corridor Study	Camden/Gloucester
US 1 and CR 571 Congestion Management System Study	Mercer

Financial Constraint

Federal law and regulations require that the TIP and the Statewide Transportation Improvement Program (STIP) be fiscally constrained for the first three years. Specifically, "planned federal aid expenditures" cannot exceed "projected revenues."

New Jersey

The New Jersey Department of Transportation (NJDOT) has provided DVRPC with a financial summary which shows how the FY 1998 - 2002 STIP is fiscally constrained for all five years. The major sources of funding identified in this summary are the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the New Jersey Transportation Trust Fund.

Table 6 compares STIP programmed expenditures with the projected revenue forecasts used by NJDOT, NJ TRANSIT, and the three MPOs in planning this program.

NJDOT has estimated that \$9.83 billion will be available from state and federal revenues to support the state's transportation budget during the five fiscal years from FY98 through FY2002. (For planning purposes, state revenues are estimated on the basis of state fiscal years, which begin on July 1, and federal revenues are estimated on the basis of federal fiscal years, which begin on October 1).

The assumptions underlying the revenue forecasts on a statewide and MPO area basis are as follows:

- Dollar amounts anticipated in federal funding categories for FY 98 for NJDOT are based on the assumption of a continuation of federal-aid authorizations or apportionments at the currently available level for FY97. For NJ TRANSIT, estimated resources in FY98 are constrained to FY97 apportionment levels plus a minimal 5% allowance for anticipated growth.
- Dollar amounts anticipated in federal funding categories in fiscal years FY99-02 are based on an assumed FHWA apportionment level of \$660 million per year for New Jersey. This revenue planning number was derived by averaging the estimated New Jersey apportionment levels contained in the major legislative proposals pending in Congress for reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) at the time of TIP development. For NJ TRANSIT, the estimate is based on not only historical apportionment trends and full funding agreement commitments, but also on a relatively conservative

estimate of potential funding levels which can be reasonably expected as a result of ISTEA reauthorization.

- “Demonstration” funds are shown only as authorized by ISTEA or by federal appropriations act.
- “Other” funds are funds anticipated from participation by other agencies in NJDOT and NJ TRANSIT projects under existing agreements (i.e., one of the authorities).
- For planning purposes, the estimates shown for the New Jersey Transportation Trust Fund (TTF) reflect the authorization level rather than the appropriations level. The draft STIP contains the \$200 million Transportation Cap-Lift approved for FY 98. NJ TRANSIT has over programmed TTF by \$43 million in FY98. In the outyears, the total amount of TTF over programming for both NJDOT and NJ TRANSIT is \$99 million annually in FY 99 and FY 00, and \$285 million annually in FY 01 and FY 02.

These revenue forecasts were used to constrain programming decisions on an annual and funding category basis (although movement of funds among funding categories, where permitted by federal and state law, has been anticipated in some cases).

Federal regulations also require that states make adequate provision for the operation and maintenance of existing transportation systems. NJDOT certifies that the capital and operating budget, taken together, fulfills this obligation.

Projects in the prior FY 1997 - 2001 TIP/STIP which were determined to be unlikely to be obligated by the close of FY97 were reprogrammed in the FY 1998 - 2002 TIP/STIP as FY98 or later.

During the third quarter of FY97, NJDOT and the MPOs reviewed the remaining projects for FY 97 and determined those that were unlikely to be obligated by September 30, 1997, because of revised schedules or lack of obligation authority. This established a list of transition projects requiring special attention.

Under provisions of 23 CFR Section 450.214, these projects will be implemented using “proposed funds that have some degree of promise or condition attached to them which must be satisfied before they can be utilized.” In meeting these requirements, the current New Jersey Congressional delegation efforts to increase and maximize the State’s apportionments in ISTEA II, and the growing support of this effort from a large number of other states, provides New Jersey with a degree of

confidence that increased funds will become available. Furthermore, NJDOT has implemented expeditious close-out procedures that should provide funding and associated obligation authority throughout the year to a much greater extent than in prior years.

The “proposed federal funding” is defined as: Any additional funds, received through the re-authorization of ISTEA, that are above FY 1998 apportionments; funding/obligation authority releases from prior year projects; additional obligation authority received above the original allocated limitation for FY 1998; and/or any funds that are no longer required for a funded project due to the receipt of funds from an unanticipated source, such as demonstration project funds, federal discretionary grants, etc. The “DEMO” funding category, as included in the project lists, denotes previously approved special Federal funding that is not subject to the obligation limit.

Pennsylvania

The Pennsylvania Department of Transportation (PennDOT) provided the DVRPC with financial guidance for the development of the FY 1997 - 2000 TIP. The guidance is based on funding which is currently available or can reasonably be expected to be available during the next four years, based on current federal and state revenues. Local and private funding is based on known available monies. Federal funding for FY1997 is based on the assumption of full appropriation of federal funds consistent with authorized levels in ISTEA. Since FY1997 is the last year covered by ISTEA, for fiscal years 1998 through 2000, inclusive, federal funding is assumed to continue at the same level as in FY1997. Special federal funding is only included at the level specified in legislation for the designated projects.

The assumptions of federal funding will be subject to modification once the new federal surface transportation act is passed. It is assumed that federal obligation authority will be consistent with the authorized levels of funding. This means that unobligated balances of federal funds will remain at the current levels at the end of the four year period. It is also important to note that the estimates of available funds do not reflect the ultimate program impact of the 1995-96 winter and flood damage; further adjustments may be necessary. Estimates of available federal funds for FY1997 through FY2000 are shown in Table 7.

The 1997 - 2000 Guidance is consistent with the Commonwealth’s Transportation Policy Plan, the Department’s “Moving PennDOT Forward” strategic agenda, and Metropolitan Planning Organization and Local Development District long range plans, all of which strongly emphasize the philosophy of “maintenance first”. These documents encourage all transportation stakeholders to focus on initiatives and

strategies to (1) maintain, manage, and improve the Commonwealth's existing transportation systems; (2) strengthen the planning and programming processes through cooperative efforts at all levels of government; and (3) develop plans and programs which preserve and reinforce environmental quality and livable communities. The majority of the highway and bridge funding available to the Commonwealth over the next four years is targeted toward the preservation and improvement of the existing infrastructure. But "maintenance first" does not mean "maintenance only". Recognizing the need to expand the transportation network in a responsible manner, the 1997 - 2000 Guidance includes a limited number of recommended major capital improvement projects. For the most part, these projects involve the expansion or relocation of major traffic routes and the completion of gaps in the existing system.

PennDOT provides flexibility in the guidance in that it is possible to substitute projects for ones of similar costs and types of funding. However, in this regard, the Commonwealth is firm in its commitment to the preservation of the existing system.

Table 6
New Jersey Programmed Expenditures vs. Projected Resources
(\$000)

		FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 98-02
NJDOT Highway Program							
Federal	DVRPC	\$95,979	\$80,612	\$75,384	\$80,578	\$119,303	\$451,856
	NJTPA	\$384,159	\$456,837	\$453,046	\$434,022	\$388,502	\$2,116,566
	SJTPO	\$23,035	\$28,640	\$34,735	\$44,232	\$48,200	\$178,842
	Statewide	\$120,365	\$113,720	\$106,785	\$110,560	\$112,860	\$564,290
	Total Exp.	\$623,538	\$679,809	\$669,950	\$669,392	\$668,865	\$3,311,554
	Resources	\$623,538	\$679,809	\$669,950	\$669,392	\$668,865	\$3,311,554
TTF	DVRPC	\$76,686	\$77,197	\$67,897	\$55,897	\$130,897	\$408,574
	NJTPA	\$190,445	\$194,385	\$226,045	\$379,688	\$272,205	\$1,262,768
	SJTPO	\$131,478	\$15,678	\$11,928	\$22,023	\$26,428	\$207,535
	Statewide	\$218,391	\$203,740	\$185,130	\$192,392	\$220,470	\$1,020,123
	Total Exp.	\$617,000	\$491,000	\$491,000	\$650,000	\$650,000	\$2,899,000
	Resources	\$617,000	\$491,000	\$491,000	\$650,000	\$650,000	\$2,899,000
Other	DVRPC	\$3,000	\$0	\$0	\$0	\$0	\$3,000
	NJTPA	\$1,750	\$0	\$13,750	\$0	\$0	\$15,500
	SJTPO	\$0	\$0	\$27,800	\$0	\$0	\$27,800
	Statewide	\$0	\$0	\$0	\$0	\$0	\$0
	Total Exp.	\$4,750	\$0	\$41,550	\$0	\$0	\$46,300
	Resources	\$4,750	\$0	\$41,550	\$0	\$0	\$46,300
NJ Transit Program							
Federal	DVRPC	\$22,572	\$23,815	\$24,603	\$29,887	\$29,941	\$130,818
	NJTPA	\$274,263	\$293,231	\$330,404	\$411,592	\$441,617	\$1,751,107
	SJTPO	\$3,846	\$3,737	\$3,773	\$3,909	\$3,926	\$19,191
	Total Exp.	\$300,681	\$320,783	\$358,780	\$445,388	\$475,484	\$1,901,116
	Resources	\$300,681	\$320,783	\$358,780	\$445,388	\$475,484	\$1,901,116
TTF	DVRPC	\$44,945	\$61,515	\$61,247	\$64,966	\$63,446	\$296,119
	NJTPA	\$270,943	\$239,069	\$241,124	\$263,077	\$264,827	\$1,279,040
	SJTPO	\$10,112	\$7,416	\$5,629	\$7,357	\$7,127	\$37,641
	Total Exp.	\$326,000	\$308,000	\$308,000	\$335,400	\$335,400	\$1,612,800
	Resources	\$326,000	\$308,000	\$308,000	\$335,400	\$335,400	\$1,612,800
Other	DVRPC	\$0	\$0	\$0	\$0	\$0	\$0
	NJTPA	\$22,400	\$35,000	\$0	\$0	\$0	\$57,400
	SJTPO	\$0	\$0	\$0	\$0	\$0	\$0
	Total Exp.	\$22,400	\$35,000	\$0	\$0	\$0	\$57,400
	Resources	\$22,400	\$35,000	\$0	\$0	\$0	\$57,400

Table 7

**Estimate of Available Federal Funds
Pennsylvania Subregion
(millions of dollars)**

Funding Category	FY97	FY98	FY99	FY00	Total
Federal Transit Administration Funds					
Sec. 3 (A) Fixed Guideway	\$98.0	\$98.0	\$98.0	\$98.0	\$392.0
Sec. 3 (B) New Starts Discretionary	\$5.0	\$5.0	\$5.0	\$5.0	\$20.0
Sec. 3 (C) Bus Discretionary	\$18.0	\$18.0	\$18.0	\$18.0	\$72.0
Sec. 9 Capital & Operating	\$130.0	\$130.0	\$130.0	\$130.0	\$520.0
Section 16	\$3.0	\$3.0	\$3.0	\$3.0	\$12.0
Total	\$254.0	\$254.0	\$254.0	\$254.0	\$1,016.0
Federal Highway Administration Funds					
NHS	\$76.9	\$76.9	\$76.9	\$76.9	\$307.6
I-Maintenance	\$20.3	\$20.3	\$20.3	\$20.3	\$81.2
Bridge	\$36.5	\$36.5	\$36.5	\$36.5	\$146.0
CMAQ	\$17.4	\$17.4	\$17.4	\$17.4	\$69.6
STP	\$59.7	\$59.7	\$59.7	\$59.7	\$238.8
Demos	\$47.3	\$47.3	\$47.3	\$47.3	\$189.2
Total	\$258.1	\$258.1	\$258.1	\$258.1	\$1,032.4

Section Three: Public Comment

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period on the draft TIP. This year, in an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we asked people to consider as they reviewed the draft TIP, and to continue to consider as they use this document.

- Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of ISTEA?
 - For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non traditional projects (like pedestrian, bicycle, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, are we spending money on the right types of projects?
- Is the TIP document easy to use? How could it be improved?

Of course, comments need not be limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern.

However, we remind those intending to recommend adding new projects to the program, that in order to earn a place on the TIP, projects must progress through the screening and planning process described earlier. As a result, requests for new projects are generally referred to the appropriate agency for consideration under those pre-TIP study efforts.

Public Comment Period

The public comment period on the Draft New Jersey TIP extended from May 30, 1997 to June 30, 1997. Three open house/public comment meetings were held - two in suburban New Jersey and one at DVRPC's Philadelphia offices. Copies of the draft TIP were distributed to dozens of libraries and the TIP documents could be viewed via DVRPC's home page on the Internet at <http://www.libertynet.org/~dvrpc>. DVRPC also made copies of the draft TIP available to members of the Regional Citizens Committee and the document could be borrowed from the DVRPC Library.

Media releases announcing the meetings and availability of the TIP were sent to area newspapers and television and radio stations. Notices were also sent to various interest groups. Legal notices announcing the meetings were published in the *Philadelphia Inquirer*, *Camden Courier Post*, *Trenton Times*, *Gloucester County Times*, and *Burlington County Times*.

About eighty-eight people attended the public meetings, and over 110 oral and written comments were received throughout the public comment period. Also submitted were several petitions with hundreds of signatures as well as several hundred copies of a form letter.

Summary of Public Comments

All of the comments received during the public comment period were presented to the Regional Transportation Committee, RCC, and Board for their consideration prior to the final adoption of this TIP. The comments were organized into three volumes to facilitate their review and analysis. Volume One is a summary of each of the comments, grouped by topic, along with responses from the appropriate agencies. Volume Two contains copies of all of the written testimony received by DVRPC. Volume Three includes any additional materials that were provided with the written comments. Volume One can be found in Appendix D. Volumes Two and Three are available for review at DVRPC.

Section Four:

MAPS

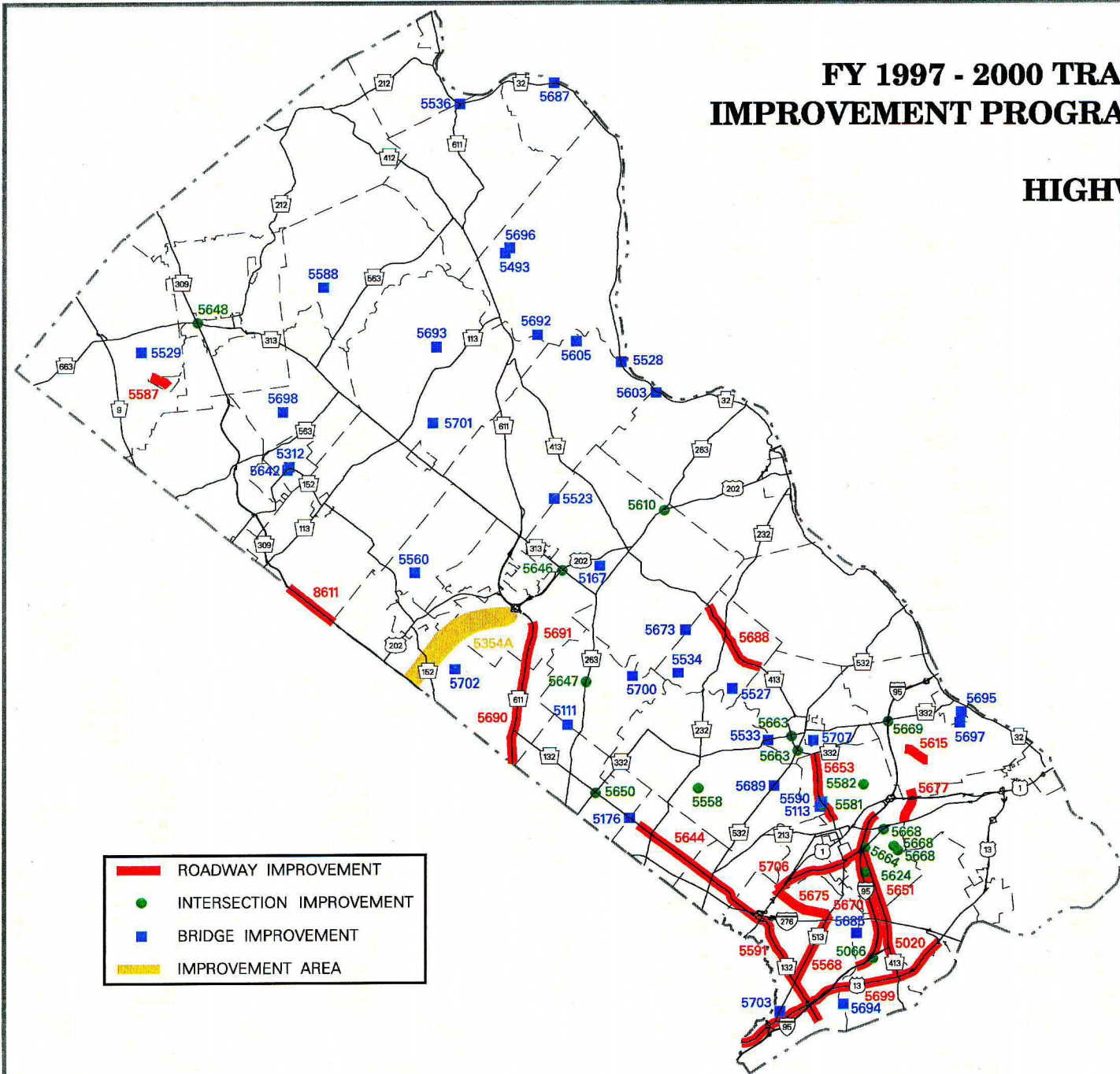
The maps on the following pages show the location of the TIP projects. Highway projects are shown on individual county maps, while transit projects are shown on a regional map.

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not able to be mapped. These projects are listed on the appropriate map by their TIP reference number under the heading "TIP Projects not Mapped".

TRANSPORTATION ACT (as amended) Bucks County WAY PROGRAM

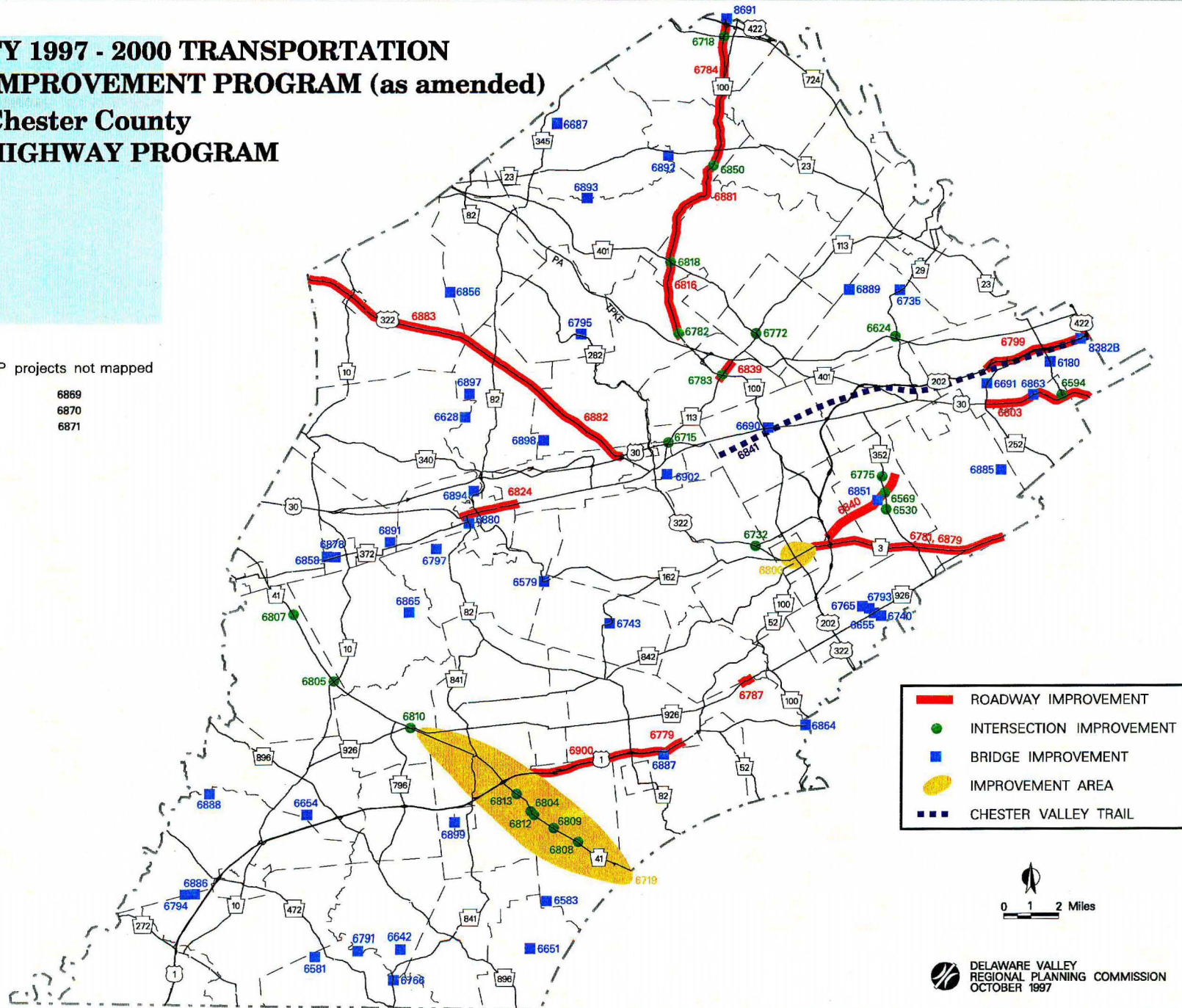
5354C
5652
5657
5658
5678



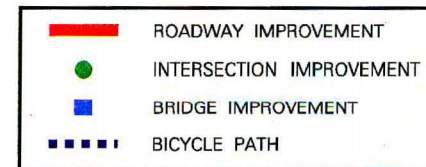
FY 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM (as amended) Chester County HIGHWAY PROGRAM

TIP projects not mapped

6869
6870
6871

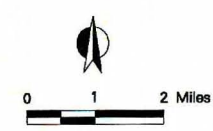
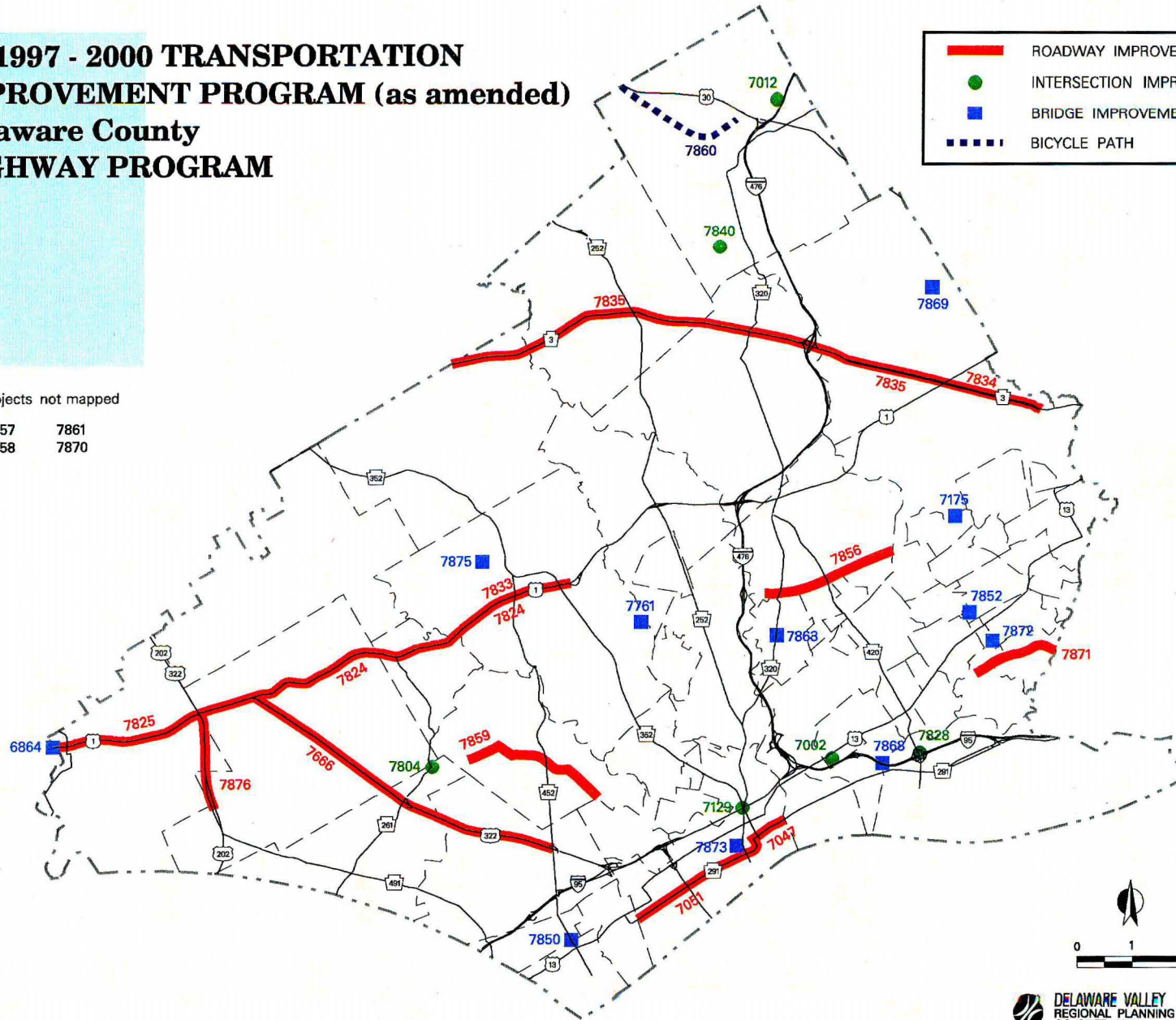


FY 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM (as amended) Delaware County HIGHWAY PROGRAM



TIP Projects not mapped

7857	7861
7858	7870

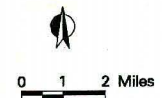


FY 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM (as amended) Montgomery County HIGHWAY PROGRAM

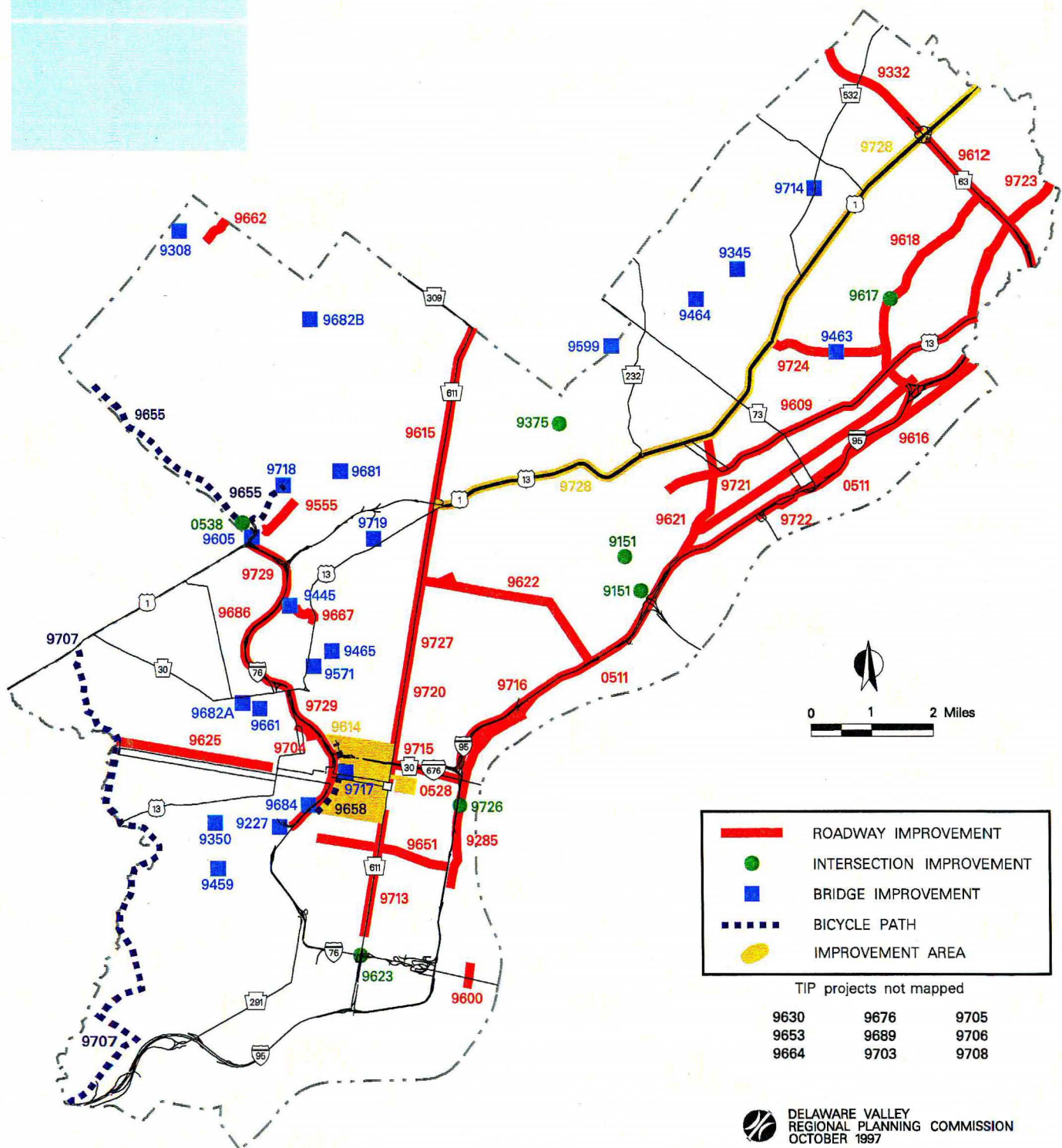
TIP projects not mapped

8572B
8625
8698

- ROADWAY IMPROVEMENT
- INTERSECTION IMPROVEMENT
- BRIDGE IMPROVEMENT
- - - BICYCLE PATH / TRAIL
- IMPROVEMENT AREA



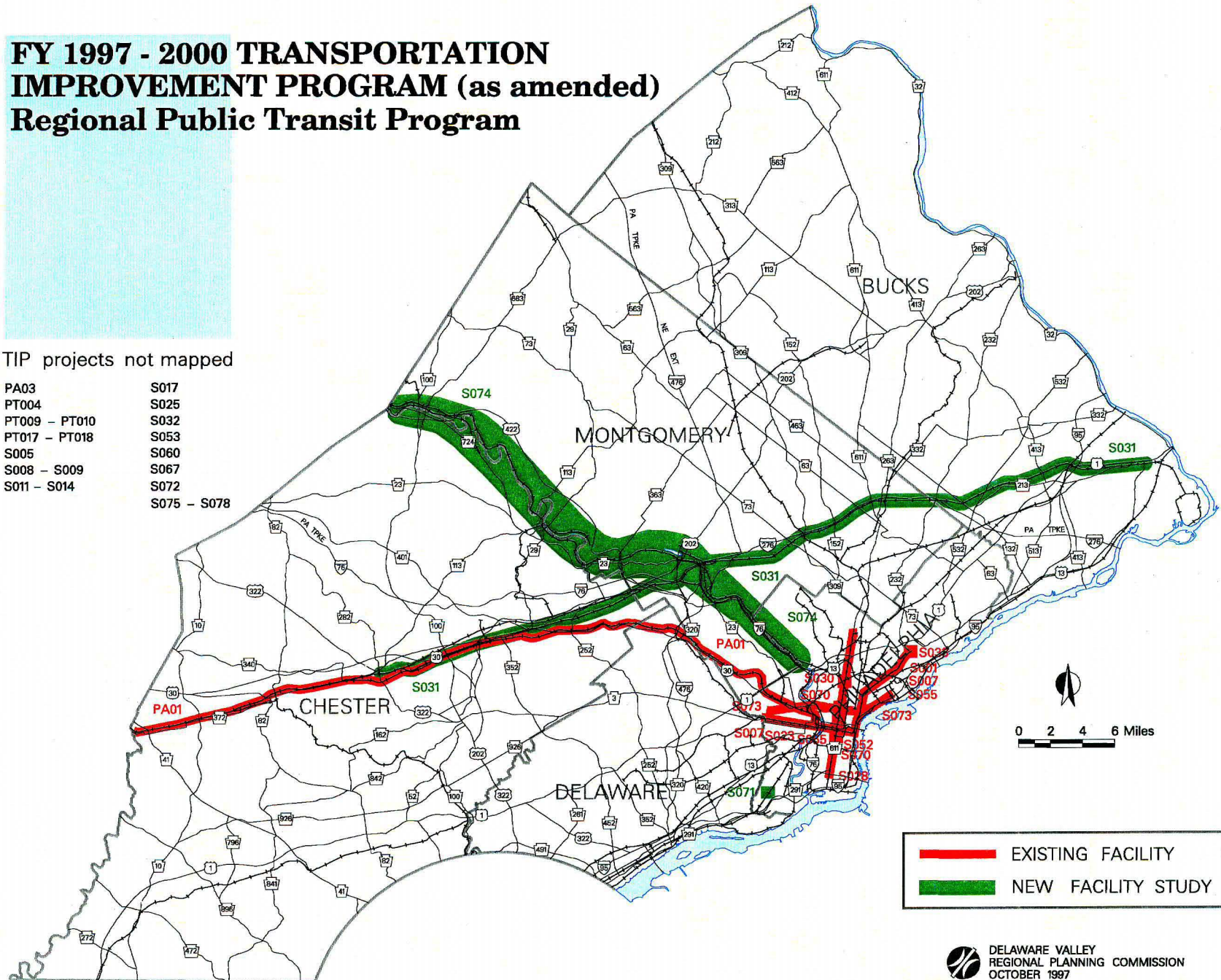
FY 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM (as amended) Philadelphia County HIGHWAY PROGRAM



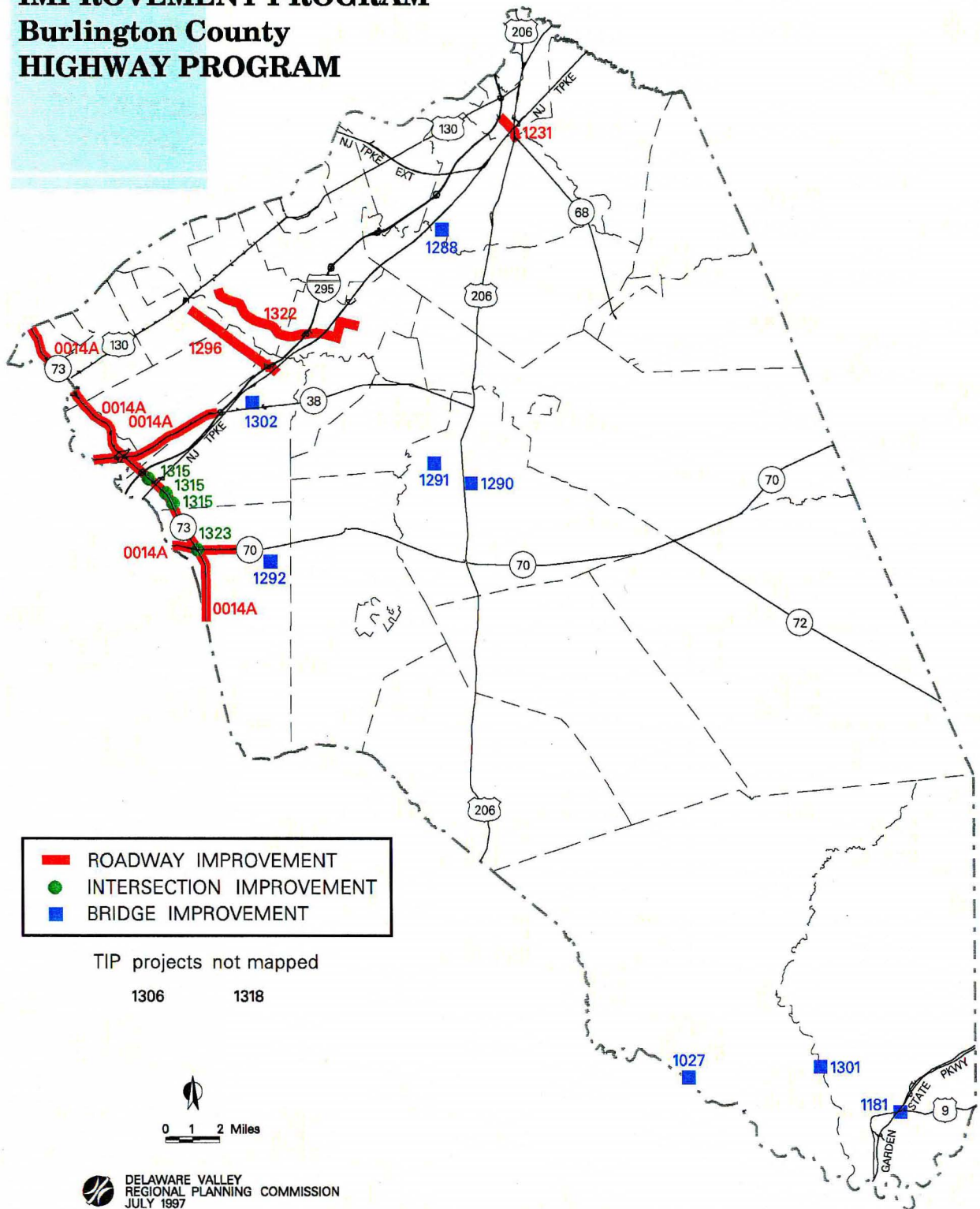
FY 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM (as amended) Regional Public Transit Program

TIP projects not mapped

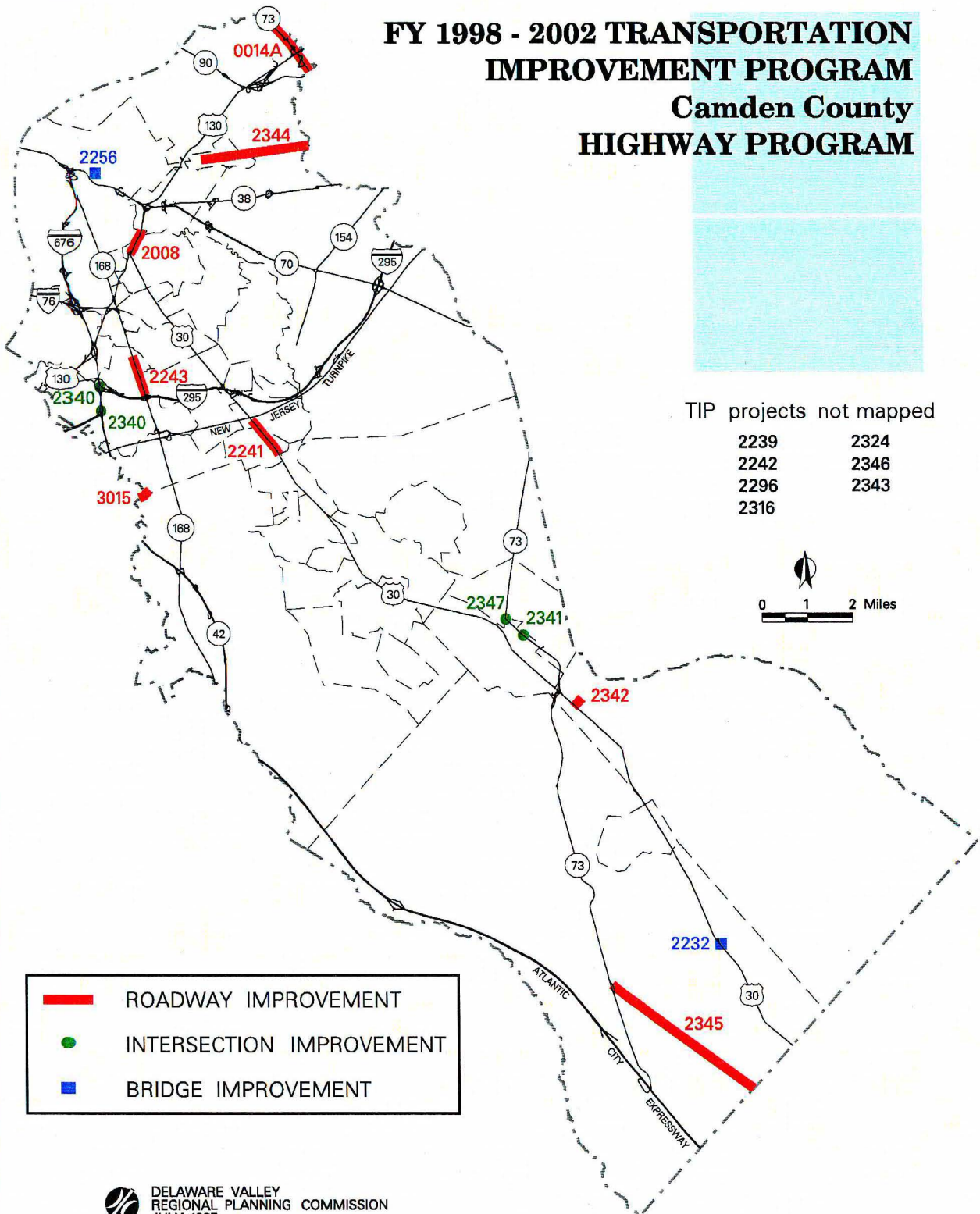
PA03	S017
PT004	S025
PT009 - PT010	S032
PT017 - PT018	S053
S005	S060
S008 - S009	S067
S011 - S014	S072
	S075 - S078



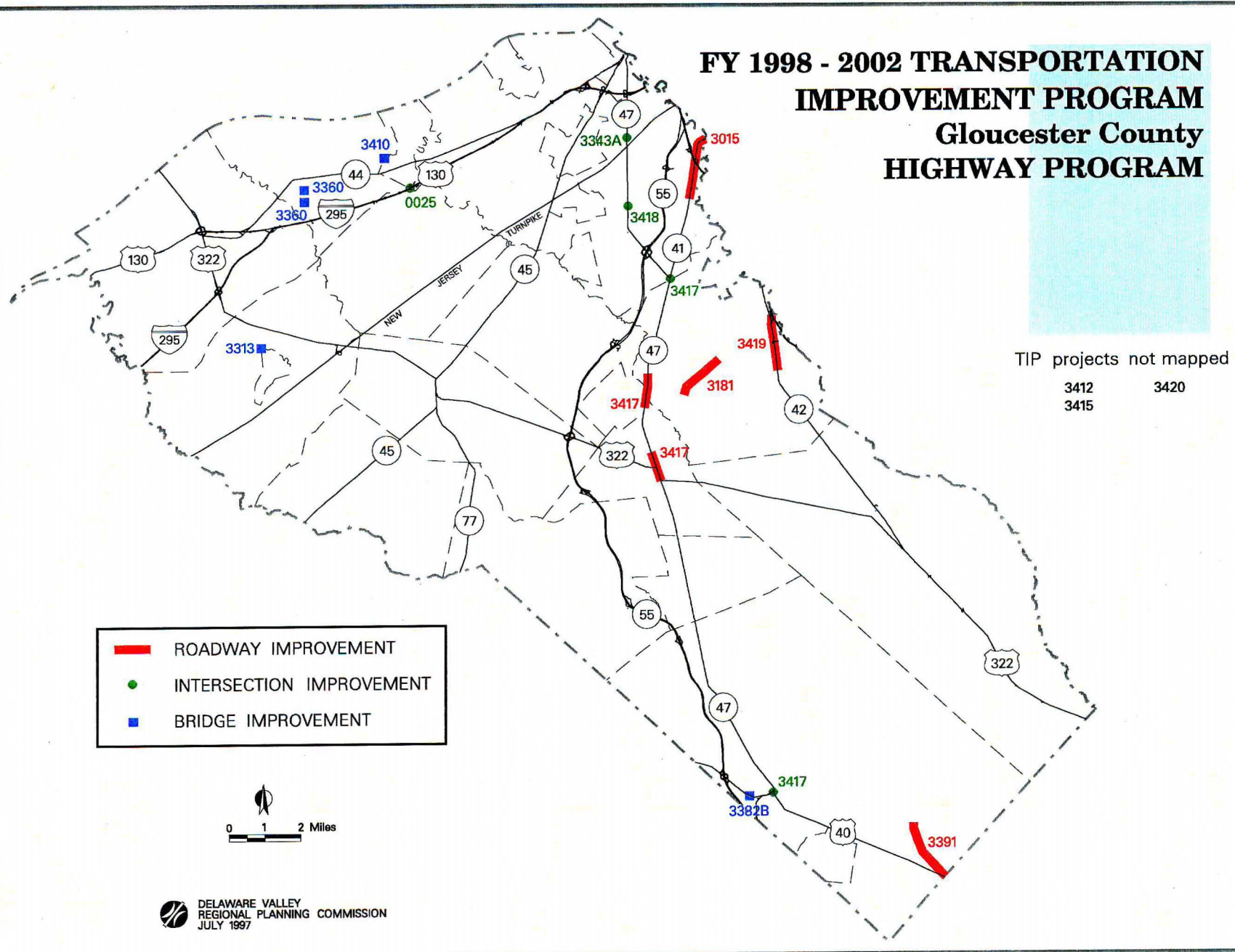
FY 1998 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM Burlington County HIGHWAY PROGRAM



FY 1998 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM Camden County HIGHWAY PROGRAM



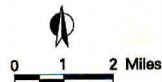
FY 1998 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM Gloucester County HIGHWAY PROGRAM



TIP projects not mapped

3412 3420
3415

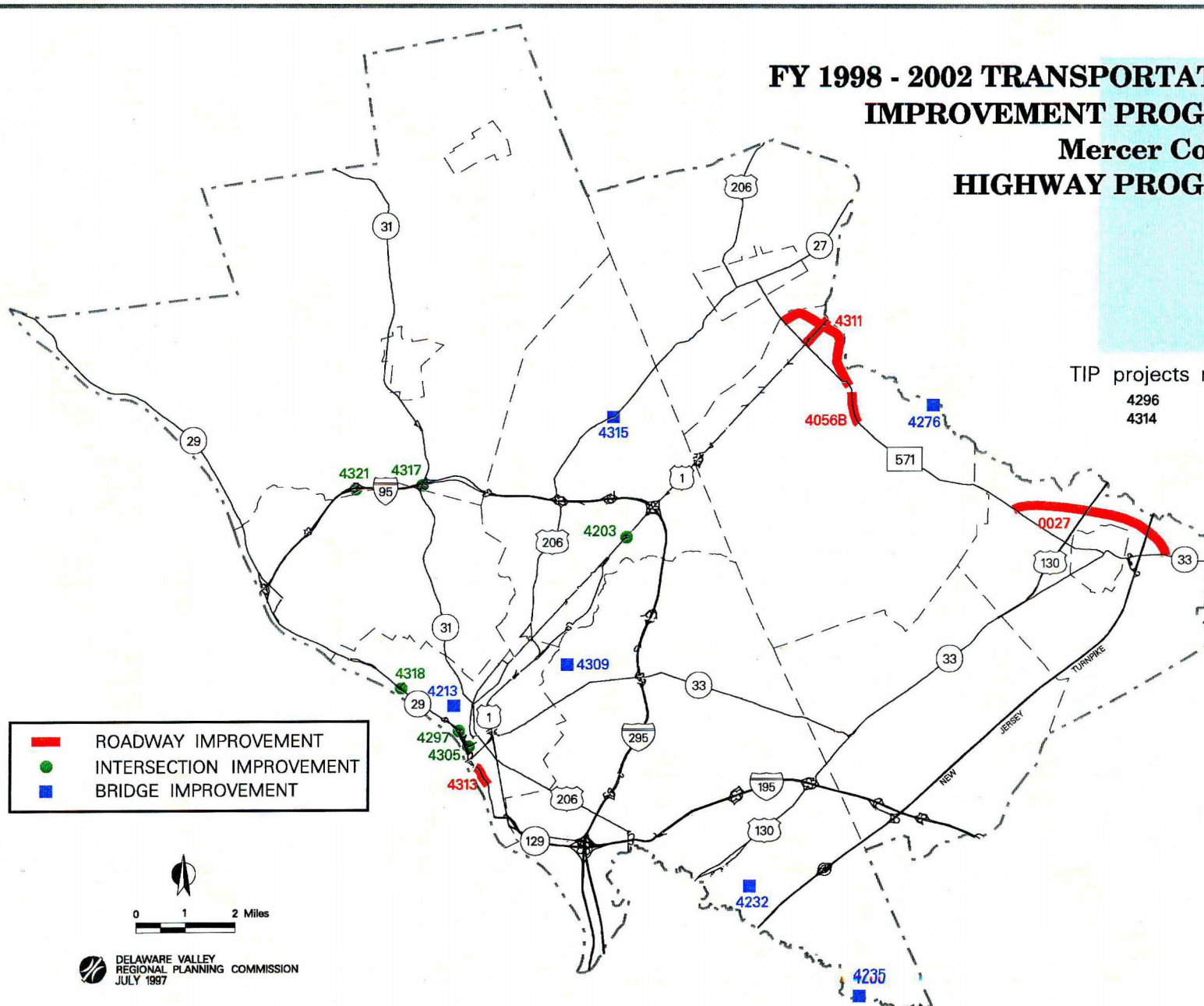
- ROADWAY IMPROVEMENT
- INTERSECTION IMPROVEMENT
- BRIDGE IMPROVEMENT



FY 1998 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM Mercer County HIGHWAY PROGRAM

TIP projects not mapped

4296	4316
4314	4319
	4320

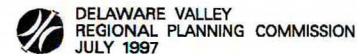


DRPA / PATCO Improvements
D002 D019 - D024
D010 - D014 D028
D016 - D017

Rail System Improvements	
N020 - N021	N056 - N057
N038	N065 - N066
N045	N071

N001	N014	N027	N058
N006	N024	N053	N061
			N067

N008	N034
N011 – N012	N046 – N048
N028	N054 – N055
N030 – N031	N068 – N070



Section Five: Project Lists

Within each state, the DVRPC project lists are grouped first by county, followed by regionwide projects, and then by transit operator. The New Jersey list includes highway projects for Burlington, Camden, Gloucester and Mercer counties and transit projects for the Delaware River Port Authority (owner of PATCO) and NJ Transit. Highway projects from the cities of Camden and Trenton are incorporated into their respective counties' subsection. The Pennsylvania list includes highway projects for Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia, and transit projects for PennDOT, Pottstown Urban Transit, and SEPTA.

Within each grouping, individual projects are listed in order of their TIP number and typically include the following information: state DOT project number, lead unit, program and project manager, municipalities in which the project is located, air quality code, project location, project description, and program category. Each project listing also provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars in the New Jersey listings, and in thousands of dollars in the Pennsylvania listings.

The lead units, phases of work, and funding sources that correspond to the abbreviations used in the listings are provided below.

Lead Unit (NJDOT)

CPM	Capital Project Management, NJDOT
Local	County or City
Planning	Statewide Planning Division, NJDOT
Operations	Highway Operations Division, NJDOT

Phase of Work

ENG	Preliminary/Final Design Engineering
DES/DS	Final Design/Engineering
ROW	Right-of-Way Acquisition
CON	Construction
EC	Final Design/Engineering and Construction
ER	Final Design/Engineering and Right-of-Way Acquisition
ERC	Final Design/Engineering, Right-of-Way Acquisition, and Construction
RC	Right-of-Way Acquisition and Construction
PRD	Project Development/Preliminary Engineering
PLS	Planning Study
PUR	Purchase of Equipment
OP	Operating Subsidy

CAL	Capital Asset Lease
CAP	Capital Asset Construction

Funding Source (Federal unless otherwise noted)

BRIDGE/BR	Bridge Program (FCB, LCB, SCB)
CMAQ/CAQ	Congestion Mitigation and Air Quality Program
FAI/I-COMPLE	Federal-Aid Interstate Completion
I4R	Interstate Maintenance
LOC	Local
NHS/NHI	National Highway System
SEC3A	FTA Capital Rail Modernization
SEC3B	FTA Capital New Starts
SEC3C	FTA Capital Bus
SEC9	FTA Capital/Operating Assistance
SEC16	FTA Elderly/Handicapped
SEC18	FTA Rural Transportation
STATE/STA	100% State
STA26	PA Act 26
STA3	PA Act 3
STE/STP-TE	STP - Transportation Enhancement Program
STP	Surface Transportation Program
STS/STP-SY	STP - Hazard Elimination
STU/STP-STU	STP - Urban Allocation
STX/STP-SY	STP - Railroad-Highway Crossing Elimination
SXF/DEMO	Special Funding from Congressional Earmarks
TBD	To be determined
TNPK	PA and NJ Turnpikes (Tolls)

Air Quality Code

The air quality code can be interpreted as follows. The first space indicates whether the project has been tested (T) in the conformity demonstration or has been determined to be an exempt (X) project according to the Clean Air Act regulations. For non-exempt projects, the remaining codes have the following meaning. The second through fifth spaces indicate the first analysis year following the project's opening or projected completion, either 1996 or 2005. The sixth space indicates whether the project is included in the action (A) scenario or the baseline (B) scenario. The seventh and last space indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

Supplemental Lists

Following the DVRPC New Jersey Subregion project lists is the list of NJDOT's Statewide Projects and the list of New Jersey Transition Projects. Statewide projects are those projects managed by NJDOT on a statewide basis which are not specific to any particular MPO region or which provide direct support to NJDOT. Transition Projects are those projects that are expected to be obligated during the final quarter of FY97 but may not meet that schedule due to technical problems or because that state has used up its obligation authority for the fiscal year. If these projects are not obligated in FY97, they are considered to be 'selected' at the time of FY98 TIP adoption and will be eligible to move forward in FY98 if funding becomes available.

Following the DVRPC Pennsylvania Subregion project lists is the list of additional Candidate Projects. The Pennsylvania Caucus of the DVRPC Board has challenged PennDOT's allocation of funding between regions of the state. The Caucus has included this list of candidate project phases to present the concerted effort by the members of the Board to prioritize unmet needs in the region.

The list of projects has been developed through the regional planning process, allowing for input and comment by the public and various agencies. Projects from this list will be considered as a first priority for selection by the Board if additional funding becomes available to the region or if any project in the first two fiscal years of the TIP is unable to advance on schedule. In fact, many of these project phases have advanced as a result of the passage of the gas tax increase in 1997 and are reflected in the project listings.

**Pennsylvania Subregion
FY 1997 - 2000 TIP**

DVRPC Highway Projects

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #
Air Quality Code

Project Description

Location / Narrative
Municipalities

Sponsor

BUCKS

5020

061C025
TY1996BM

PA 413, NEW RODGERS ROAD

US 13 (BRISTOL PIKE) - NORTH OF FORD RD.
WIDEN TO 4 LANES

This project involves reconstructing the PA 413/US 13 intersection with jughandles, widening to 5 lanes between US 13 and the I-95 Spur, and widening to 4 lanes between the I-95 Spur and Ford Rd.

Bristol Twp., Bristol Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		15,500			
Fiscal Year Total		0	15,500	0	0	
Total FY 1997-2000 Cost					15,500	

BUCKS

5066

061C024
TY1996BM

I-95, DELAWARE EXPRESSWAY

PA 413 INTERCHANGE: CONSTRUCT 2-LANE
RAMP FROM SOUTHBOUND I-95 TO PA 413

Construct a two lane southbound I-95 off ramp to eastbound PA 413 and rehabilitate the existing structure over the I-95 main line.

Bristol Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	17,371				
CON	STA	3,803				
Fiscal Year Total		21,174	0	0	0	
Total FY 1997-2000 Cost					21,174	

BUCKS

5111

061C052
X

BRISTOL ROAD

OVER LITTLE NESHAMINY CREEK
BRIDGE REPLACEMENT

Replace the existing two lane, 20' bridge with a two lane bridge with shoulders and realign to eliminate a 90 degree angle.

Warminster Twp., Warwick Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	63				
CON	FCB		2,720			
CON	STA		680			
Fiscal Year Total		63	3,400	0	0	
Total FY 1997-2000 Cost					3,463	

BUCKS

5113

061C008
X

BRIDGETOWN PIKE

OVER NESHAMINY CREEK
BRIDGE REPLACEMENT

The existing narrow, two lane bridge will be replaced with a two lane bridge with shoulders and realigned to improve the horizontal and vertical curves. The existing bridge will be used as a bicycle path. The project will be constructed in conjunction with TIP #5581 and #5590.

Middletown Twp., Northampton Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	140				

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ROW	STA	35	2,400		
CON	FCB		600		
CON	STA				
Fiscal Year Total		175	3,000	0	0
		Total FY 1997-2000 Cost		3,175	

BUCKS

5167

061L808

X

MILL ROAD (BRIDGE #50)

OVER WATSON CREEK

BRIDGE REPLACEMENT

The existing narrow two lane bridge is 18'-20' wide with no shoulders. It will be replaced in kind.

Buckingham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB		64			
ENG	LOC		16			
ROW	LCB		4			
ROW	LOC		1			
CON	LCB				344	
CON	LOC				86	
Fiscal Year Total		0	85	0	430	
		Total FY 1997-2000 Cost		515		

BUCKS

5312

061L010

X

WALNUT STREET (BRIDGE #13)

OVER PERKIOMEN CREEK

BRIDGE REPLACEMENT

This narrow two lane bridge with no shoulders will be replaced in kind. The project status is currently in question due to the potential affects of another project around the corner.

Perkasie Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	17				
ENG	STA	66				
CON	LCB		678			
CON	LOC		42			
CON	STA		127			
ROW	LOC		5			
ROW	STA		20			
Fiscal Year Total		83	872	0	0	
		Total FY 1997-2000 Cost		955		

BUCKS

5354A

061C071

TY2005AM

US 202 EXPRESSWAY (SECTION 700)

US 202 BYPASS TO PA 63

FOUR LANE DIVIDED RELOCATION

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 700 are from PA 63, Welsh Road to the Doylestown Bypass (US 202/PA 611 Bypass).

This segment of US 202 is currently undergoing environmental analysis and preliminary engineering. Among the alternative improvement scenarios under study are a four-lane divided highway on a new alignment, widening of Upper State Rd., or a combination of a partial widening of an existing road connecting into a new alignment in the northern

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

portion of the project limits.

Doylestown Twp., Warrington Twp.

PADOT

Phase	Fund
ENG	STA
ROW	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		10,500		33,000	
Fiscal Year Total	0	10,500	0	33,000	
Total FY 1997-2000 Cost				43,500	

BUCKS

5354C

061C071B

US 202

OFF SITE IMPROVEMENTS - LEFT TURN LANES,
INTERSECTION IMPROVEMENTS, MISC.

This project involves widening the intersections of Stump Rd. and Horsham Rd., Stump Rd. and County Line Rd., and Stump Rd. and Limekiln Pike to provide left turn lanes on all four approaches.

Doylestown Twp., Warrington Twp.

PADOT

Phase	Fund
ROW	NHS
ROW	STA
CON	NHS
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	480				
	120				
		3,200			
		800			
Fiscal Year Total	600	4,000	0	0	
Total FY 1997-2000 Cost				4,600	

BUCKS

5493

061C016

X

GEIGEL HILL ROAD

OVER TINICUM CREEK
BRIDGE REPLACEMENT

This project involves replacing the existing one and a half lane bridge with a two lane bridge with shoulders, and drainage improvements.

Tinicum Twp.

PADOT

Phase	Fund
ROW	STA
CON	SCB
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	125				
			800		
			200		
Fiscal Year Total	125	0	1,000	0	
Total FY 1997-2000 Cost				1,125	

BUCKS

5523

061L011

X

LANDISVILLE ROAD (BRIDGE #156)

OVER PINE RUN
BRIDGE REPLACEMENT

The existing one lane 16' wide bridge will be replaced with a two lane 24'-26' wide bridge with shoulders.

Buckingham Twp.

PADOT

Phase	Fund
CON	LCB
CON	LOC
CON	STA
ROW	LCB
ROW	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	320				
	20				
	60				
	6				
	1				

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total

407

0

0

0

Total FY 1997-2000 Cost

407

BUCKS

5527

061C267

X

SWAMP ROAD

OVER BRANCH OF NESHAMINY CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with a two lane bridge with shoulders.
Wrightstown Twp.

PADOT

Phase	Fund
CON	STA
ROW	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

400

144

0

544

0

0

Total FY 1997-2000 Cost

544

BUCKS

5528

061C080

X

POINT PLEASANT PIKE

OVER PENNSYLVANIA CANAL

BRIDGE REPLACEMENT

This one lane historic bridge will be rehabilitated. The intent is to retain the bridge's historic integrity.

Tinicum Twp.

PADOT

Phase	Fund
ENG	SCB
ENG	STA
ROW	SCB
ROW	STA
CON	SCB
CON	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

220

55

120

30

0

1,040

260

275

150

0

1,300

Total FY 1997-2000 Cost

1,725

BUCKS

5529

061C075

X

ALLENTOWN ROAD

OVER UNAMI CREEK

BRIDGE REPLACEMENT

Replace the existing bridge. The new structure will be 35' wide, with two lanes and shoulders.

Milford Twp.

PADOT

Phase	Fund
ROW	FCB
ROW	STA
CON	FCB
CON	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

40

10

0

720

180

50

0

900

0

Total FY 1997-2000 Cost

950

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5533

061C200

X

Project Description

Location / Narrative

Municipalities

PA 332, RICHBORO ROAD

OVER NESHAMINY CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with shoulders will be replaced in kind.
Newtown Twp., Northampton Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	80				
ROW	STA	20				
CON	FCB		1,935			
CON	STA		484			
Fiscal Year Total		100	2,419	0	0	
Total FY 1997-2000 Cost					2,519	

BUCKS

5534

061C082

X

RUSHLAND ROAD

OVER MILL CREEK

BRIDGE REPLACEMENT

Replacement of the existing two lane, 22' wide bridge. The new structure and approach roadways will have two 11' lanes with 3' shoulders.
Wrightstown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB		600			
CON	STA		150			
ROW	SCB		40			
ROW	STA		10			
Fiscal Year Total		0	800	0	0	
Total FY 1997-2000 Cost					800	

BUCKS

5536

061C074

X

PA 611, EASTON ROAD

2 BRIDGES OVER GALLOWS RUN

BRIDGE REHABILITATION & BRIDGE REMOVAL

Consolidate two bridges over the "Y" intersection of Easton Rd. and River Rd. into one bridge and realign one leg of the intersection.
Nockamixon Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	200				
ROW	STA	50				
CON	FCB		1,200			
CON	STA		300			
Fiscal Year Total		250	1,500	0	0	
Total FY 1997-2000 Cost					1,750	

BUCKS

5558

061S3800

X

BUSTLETON PIKE

AT WILLOW ROAD

RESURFACING, FLASHING WARNING SIGNS

Improve visibility on Bustleton Pike by raising the road base. The two lane road will also be resurfaced and its shoulders widened from 2 feet to 4 feet. Flashing warning signals will be placed at both ends of the project.

Northampton Twp.

PADOT

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA		13			
CON	STS		122			
Fiscal Year Total		0	135	0	0	
Total FY 1997-2000 Cost					135	

BUCKS

5560

061C083
X

CALLOWHILL ROAD

OVER NORTH BRANCH OF NESHAMINY CREEK
BRIDGE REPLACEMENT

Replace the existing two lane, 20' wide bridge and eliminate a dip in the roadway by raising the base. The new structure will have two 13' lanes with 4' shoulders.

New Britain Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	40				
ROW	STA	10				
CON	SCB		560			
CON	STA		140			
Fiscal Year Total		50	700	0	0	
Total FY 1997-2000 Cost					750	

BUCKS

5568

061S213M
X

PA 513, HULMEVILLE ROAD

PA 132 (STREET ROAD) TO WASHINGTON LANE
CHANNELIZATION & CENTER LEFT TURN LANE

This project involves the upgrade and interconnection of the existing traffic signals with a closed loop system, drainage improvements, the addition of a third center left turn lane, and sidewalk construction in some locations.

Bensalem Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA	960				
CON	STP	3,840				
ENG	LOC	340				
ROW	STA	20				
ROW	STP	80				
Fiscal Year Total		5,240	0	0	0	
Total FY 1997-2000 Cost					5,240	

BUCKS

5581

061S003L
X

BRIDGETOWN PIKE

AT PA 413, DURHAM ROAD
INTERSECTION IMPROVEMENT

This project involves a major realignment of Bridgetown Pike and widening to provide left turn lanes on both legs of PA 413 and bike lanes on both sides of PA 413. The project will be constructed in conjunction with TIP #5113 and #5590.

Middletown Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA	40				
ROW	STU	160				
CON	STA			132		
CON	STU			528		

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total

200

0

660

0

Total FY 1997-2000 Cost

860

BUCKS

5582

061S002L

X

WOODBOURNE ROAD

AT LANGHORNE-YARDLEY ROAD

INTERSECTION IMPROVEMENTS, TURN LANES

Add left turn lanes on all approaches.

Middletown Twp.

PADOT

Phase	Fund
ENG	STA
ENG	STU
ROW	STA
ROW	STU
CON	STA
CON	STU

Fiscal Year Total

200

Current Program Schedule and Cost Summary				Later FYs
FY97	FY98	FY99	FY00	
40				
160				
	60			
	240			
			200	
			800	
			1,000	
			1,500	

Total FY 1997-2000 Cost

1,500

BUCKS

5587

061S005L

X

NORTH MAIN STREET

BROAD ST. TO BOROUGH LINE

RECONSTRUCTION

Roadway reconstruction, including drainage and utility improvements. The width of the two lane road will remain the same.

Trumbauersville Boro.

PADOT

Phase	Fund
CON	STA
CON	STP

Fiscal Year Total

0

Current Program Schedule and Cost Summary				Later FYs
FY97	FY98	FY99	FY00	
	337			
	1,013			

Total FY 1997-2000 Cost

1,350

BUCKS

5588

061C076

X

OLD BETHLEHEM ROAD

OVER KIMPLES CREEK

BRIDGE REPLACEMENT

Replace the existing 16' wide bridge with a 30' wide bridge with two 11' lanes and 4' shoulders.

Haycock Twp.

PADOT

Phase	Fund
ROW	FCB
ROW	STA
CON	FCB
CON	STA

Fiscal Year Total

100

Current Program Schedule and Cost Summary				Later FYs
FY97	FY98	FY99	FY00	
80				
20				
	831			
	208			

Total FY 1997-2000 Cost

1,139

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5590

061C070

X

Project Description

Location / Narrative

Municipalities

PA 413, DURHAM ROAD

OVER CORE CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with wide shoulders and bike paths. The project will be constructed in conjunction with TIP #5113 and #5581.

Middletown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB	120				
ENG	STA	30				
ROW	FCB	40				
ROW	STA	10				
CON	FCB		560			
CON	STA		140			
Fiscal Year Total		200	700	0	0	
Total FY 1997-2000 Cost					900	

BUCKS

5591

061M009A

X

PA 132, STREET ROAD

US 1 (LINCOLN HIGHWAY) TO STATE ROAD

RESTORATION

This resurfacing project includes upgrading the traffic signals, widening the road to accommodate a center left turn lane, and widening the intersections to accommodate dedicated turn lanes.

Bensalem Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	3,000				
CON	STA	750				
Fiscal Year Total		3,750	0	0	0	
Total FY 1997-2000 Cost					3,750	

BUCKS

5603

061C078

X

PA 32, RIVER ROAD

OVER PAUNNACUSSING CREEK

BRIDGE REPLACEMENT

Replace the existing one lane, 15' wide bridge. The new structure will be two lanes with shoulders (26' wide). The bridge and approach roadway will also be realigned to improve the intersection with Fleecydale Rd., located 50' north of the bridge.

Solebury Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	40				
ROW	STA	10				
CON	FCB		480			
CON	STA		120			
Fiscal Year Total		50	600	0	0	
Total FY 1997-2000 Cost					650	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5605

061C081

X

Project Description

Location / Narrative

Municipalities

STOVER PARK ROAD

OVER TOHICKON CREEK

BRIDGE REPLACEMENT

This historical timber-truss bridge located in a park is currently closed to automobile traffic but open to pedestrian and equestrian use. It will be rehabilitated with gates to allow for emergency vehicle access.

Plumstead Twp., Tincum Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB	1,262				
CON	STA	188				
ROW	SCB	38				
ROW	STA	37				
Fiscal Year Total		1,525	0	0	0	
Total FY 1997-2000 Cost					1,525	

BUCKS

5610

061S3870

X

US 202, LOWER YORK ROAD

AT PA 263 (UPPER YORK ROAD)

INSTALL LEFT TURN LANE

Safety improvement; Left turn lane

Buckingham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	630				
CON	STA	70				
Fiscal Year Total		700	0	0	0	
Total FY 1997-2000 Cost					700	

BUCKS

5615

061M042A

X

STONY HILL ROAD

HEACOCK RD. TO OXFORD VALLEY RD

REALIGN DANGEROUS CURVE

This project will eliminate a substandard curve. It involves widening to provide 8' wide minimum shoulders on both sides of the street, right turn lanes as needed into adjacent developments, and a sidewalk/bikeway on the north side of the street. Curbing will also be installed on both sides of the street for drainage.

Lower Makefield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		150			
ROW	LOC		90			
ROW	STU		360			
CON	STA				500	
CON	STU				2,000	
Fiscal Year Total		0	600	0	2,500	
Total FY 1997-2000 Cost					3,100	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5624

061L018

X

Project Description

Location / Narrative

Municipalities

TRENTON ROAD

AT DURHAM ROAD

CHANNELIZATION, SIGNALIZATION

This project consists of minor widening to accommodate left turn lanes and signal improvements.

Middletown Twp.

PADOT

Phase	Fund
ENG	LOC
ROW	LOC
CON	LOC
CON	STU

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	50				
		10			
				62	
				186	
Fiscal Year Total	50	10	0	248	
Total FY 1997-2000 Cost				308	

BUCKS

5642

061C079

X

PA 152, CONSTITUTION AVENUE

OVER PLEASANT SPRINGS CREEK

BRIDGE REPLACEMENT

Replace the existing one lane, 18' wide bridge. The new structure will have two 12' lanes and 5' sidewalks on both sides. The bridge will also be realigned with the intersection to the west.

Perkasie Boro.

PADOT

Phase	Fund
ROW	FCB
ROW	STA
CON	FCB
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	40				
	10				
		640			
		160			
Fiscal Year Total	50	800	0	0	
Total FY 1997-2000 Cost				850	

BUCKS

5644

061S221M

TY2005BO

PA 132, STREET ROAD

US 1 (LINCOLN HIGHWAY) - WILLOW PENN DR.

SIGNAL IMPROVEMENTS AND TURN LANE

The existing road has two lanes in each direction with a four foot median. The project includes restriping to provide a center turn lane on existing roadway, concrete patching, resurfacing, and signal interconnection.

Upper Southampton Twp., Lower Southampton Twp.

PADOT

Phase	Fund
ROW	STA
ROW	STP
CON	STA
CON	STP

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
			40		
			160		
				440	
				1,760	
Fiscal Year Total	0	0	200	2,200	
Total FY 1997-2000 Cost				2,400	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5646

061S201S
TY2005BO

Project Description

Location / Narrative
Municipalities

US 202

US 202 BYPASS TO PA 313 (SWAMP ROAD)
CONSTRUCT LEFT TURN LANE

Realign US 202 at E. State St. to a "T" intersection, extend the PA 313 left turn lanes at US 202, and widen US 202 from PA 313 to Mechanicsville Rd. to accommodate a center left turn lane.

Doylestown Twp., Doylestown Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA	170				
CON	STS	679				
ENG	STA	25				
ENG	STS	102				
ROW	STA	30				
ROW	STS	120				
Fiscal Year Total		1,126	0	0	0	
Total FY 1997-2000 Cost					1,126	

BUCKS

5647

061S233S
X

PA 263, OLD YORK ROAD

AT ALMSHOUSE ROAD
INTERSECTION IMPROVEMENT

Reconstruct the shoulders and widen to accommodate left turn lanes on all approaches.

Warwick Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA		42			
ENG	STS		168			
ROW	STA			20		
ROW	STS			81		
CON	STA					255
CON	STS					1,019
Fiscal Year Total		0	210	101	0	
Total FY 1997-2000 Cost					311	

BUCKS

5648

061S256F
X

PA 309, WEST END BOULEVARD

AT PA 663/PA 313
INTERSECTION IMPROVEMENT

The particular intersection and/or corridor improvements have not yet been determined.

Quakertown Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA		24			
ENG	STP		96			
ROW	STA			120		
ROW	STP			480		
CON	STA					160
CON	STP					640
Fiscal Year Total		0	120	600	0	
Total FY 1997-2000 Cost					720	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5650

061S244F

X

Project Description

Location / Narrative

Municipalities

PA 332, JACKSONVILLE ROAD

AT PA 132, STREET ROAD

INTERSECTION AND SIGNAL IMPROVEMENTS

Upgrade the existing traffic signals and widen Street Rd. from 45 feet to 60 feet.
Warminster Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA			100		
ROW	STP			401		
CON	STA				178	
CON	STP				714	
Fiscal Year Total		0	0	501	892	
Total FY 1997-2000 Cost					1,393	

BUCKS

5651

061S246M

X

PA 413, NEW RODGERS ROAD

OLD LINCOLN HIGHWAY TO BATH RD.

CORRIDOR IMPROVEMENT

Widen 4 feet on each side to accommodate a third center lane for left turns.
Middletown Twp., Bristol Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STP	150				
CON	STA			696		
CON	STP			2,784		
Fiscal Year Total		150	0	3,480	0	
Total FY 1997-2000 Cost					3,630	

BUCKS

5652

061S240M

TY2005BO

PA 413/PA 532, NEWTOWN BYPASS

SWAMP ROAD TO OLD PA 413

CLOSED LOOP SIGNAL IMP, INTERCONNECTION

Install a closed loop signal system, primarily in the PA 413 and PA 332 corridors.
Newtown Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	CAQ	612				
CON	STA	153				
ROW	CAQ	8				
ROW	STA	2				
Fiscal Year Total		775	0	0	0	
Total FY 1997-2000 Cost					775	

BUCKS

5653

061M013A

X

PA 413, NEWTOWN PIKE

PA 332 (NEWTOWN BYPASS) - WINCHESTER AV.

RESTORATION

This project includes drainage improvements, overlay, and minor widening (about 1') of the shoulders.
Middletown Twp., Langhorne Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA		161			
CON	NHS			800		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STA		200		
Fiscal Year Total		0	161	1,000	0
Total FY 1997-2000 Cost				1,161	

BUCKS

5657

061H3C16

X

PEDESTRIAN AND BICYCLE ACCESS

THROUGH BUCKINGHAM VILLAGE

ENHANCEMENT PEDESTRIAN & BICYCLE PATH

This project involves constructing an 8' wide paved pedestrian/bicycle path along the now removed Delaware Canal. A portion of the path will extend into a municipal park. Landscaping, signage, and interpretive materials are also part of the project.

Buckingham Twp.

BUCKINGHA

<u>Phase</u>	<u>Fund</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>Later FYs</u>
CON	LOC					39
CON	STE					156
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost				0		

BUCKS

5658

061H3H17

X

HISTORIC DELAWARE CANAL

ACCESS IMPROVEMENTS

Restore the canal path and construct a pedestrian path to the Delaware River.
Bristol Boro.

BRISTOL B

		Current Program Schedule and Cost Summary				
<u>Phase</u>	<u>Fund</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>Later FYs</u>
CON	LOC	69				
CON	STE	274				
Fiscal Year Total		343	0	0	0	
		Total FY 1997-2000 Cost				343

BUCKS

5663

061L820

X

PA 413/PA 532, NEWTOWN BYPASS

AT 332 (RICHBORO RD) AND 532 (BUCK ROAD)

2 INTERSECTION IMP. DUAL LEFT TRN. LANES

This project involves intersection widening to accommodate dual left turn lanes on northbound PA 413 at Richboro Rd. and Buck Rd.

Newtown Twp.

PENNDOT

		Current Program Schedule and Cost Summary				
<u>Phase</u>	<u>Fund</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>Later FYs</u>
CON	STA			360		
CON	STU			1,440		
Fiscal Year Total		0	0	1,800	0	
Total FY 1997-2000 Cost				1,800		

BUCKS

5664

061L821

X

PA 413/BUSINESS ROUTE 1

AT FLOWER MILL ROAD

INTERSECTION IMPROVEMENTS

This project involves installing a traffic signal and adding turn lanes where needed.

Middletown Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
CON	LOC	FY97	FY98	FY99	FY00	
					32	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STU					53
Fiscal Year Total		0	0	0		85
Total FY 1997-2000 Cost						85

BUCKS

5668

061L824

X

WOODBOURNE ROAD

AT TRENTON RD, OXFORD VLY RD, & BUS. RT 1

3 INTERSECTION IMPROVEMENTS

This project involves the installation and coordination of three traffic signals.
Middletown Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	LOC		100			
CON	LOC				966	
CON	STU				1,316	
Fiscal Year Total		0	100	0	2,282	
Total FY 1997-2000 Cost						2,382

BUCKS

5669

061C030

X

I-95, DELAWARE EXPRESSWAY

AT PA 332 (NEWTOWN YARDLEY RD.) - INTER-
CHANGE UPGRADE (TRENTON URBAN AREA FUN

Construct a new ramp from PA 332 eastbound to I-95 northbound and relocate the
existing I-95 northbound off-ramp to PA 332.
Lower Makefield Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	60				
ENG	STP	240				
ROW	STA		69			
ROW	STP		276			
CON	STA			344		
CON	STP			1,377		
Fiscal Year Total		300	345	1,721	0	
Total FY 1997-2000 Cost						2,366

BUCKS

5670

061M4001

X

I-95, DELAWARE EXPRESSWAY

NESHAMINY CREEK TO WOODBOURNE RD.
RESTORATION

Bristol Twp., Middletown Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	I4R	5,247				
CON	STA	583				
Fiscal Year Total		5,830	0	0	0	
Total FY 1997-2000 Cost						5,830

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5673

061C201

X

Project Description

Location / Narrative

Municipalities

FOREST GROVE ROAD

OVER MILL CREEK

BRIDGE REPLACEMENT

Replace the existing two lane, 18' wide bridge with a 24' wide bridge with two 10' lanes and 2' shoulders.

Buckingham Twp.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	SCB	280				
ENG	STA	70				
ROW	SCB	40				
ROW	STA	10				
CON	SCB			640		
CON	STA			160		
Fiscal Year Total		400	0	800	0	
Total FY 1997-2000 Cost					1,200	

BUCKS

5675

061S0004

TN2005BO

BRISTOL ROAD INTERSECTION IMPROVEMENTS

PA 513(HULMEVILLE RD) TO OLD LINCOLN HWY

SIGNALIZE & ADD TURN LANES AT 7 INTERSTS

Upgrade and interconnect the traffic signals with a closed loop system and add a center left turn lane.

Bensalem Twp.

BENSALEM

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC	250				
CON	STA				450	
CON	STU				1,800	
Fiscal Year Total		250	0	0	2,250	
Total FY 1997-2000 Cost					2,500	

BUCKS

5677

061S033Q

TY1996AO

OXFORD VALLEY ROAD (C082)

BUSINESS ROUTE 1 TO BIG OAK RD.

CLOSED LOOP SIGNAL SYSTEM

Install a closed-loop signal system for nine intersections on Oxford Valley Rd. between Business Route 1 and Big Oak Rd., a distance of about 1.3 miles.

Lower Makefield Twp., Falls Twp.

BUCKS

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	50				
ROW	LOC	10				
CON	CAQ		190			
Fiscal Year Total		60	190	0	0	
Total FY 1997-2000 Cost					250	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5678

061H4N08

X

Project Description

Location / Narrative

Municipalities

NEWTOWN TRAILS 1

TYLER STATE PARK TO CORE CREEK PARK

PEDESTRIAN/BICYCLE TRAIL

This project involves widening sidewalks along Township roads to accommodate pedestrians and bicycles and constructing a 5' wide path leading into the park.

Newtown Twp.

NEWTOWN

Phase Fund
CON LOC
CON STE

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
			115		
			460		
Fiscal Year Total	0	0	575	0	
Total FY 1997-2000 Cost				575	

BUCKS

5685

061C102

X

NEW FALLS ROAD

OVER NESHAMINY CREEK

BRIDGE DECK REHABILITATION

This project involves the rehabilitation of the bridge deck. The current four lane width with minimal shoulders will remain the same.

Bensalem Twp., Bristol Twp.

PADOT

Phase Fund
ENG FCB
ENG STA
CON FCB
CON STA
ROW FCB
ROW STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	120				
	30				
Fiscal Year Total	150	0	0	0	
Total FY 1997-2000 Cost				150	
					1,120
					280
					24
					6

BUCKS

5687

061C004

PA 32, RIVER ROAD

OVER DELAWARE CANAL

BRIDGE REPLACEMENT

Bridgeton Twp.

PADOT

Phase Fund
CON STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	811				
Fiscal Year Total	811	0	0	0	
Total FY 1997-2000 Cost				811	

BUCKS

5688

061M0038

X

PA 413, DURHAM ROAD

PINE LANE TO STOOPVILLE RD.

RESTORATION

This is a Reconstruction/Restoration/Resurfacing or '3R' project. Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards.

Wrightstown Twp.

PADOT

Phase Fund

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ENG	STA	170			
ROW	STA	265			
CON	STA		2,052		
Fiscal Year Total		435	2,052	0	0
		Total FY 1997-2000 Cost		2,487	

BUCKS

5689

061M015A

PA 532, BUCK ROAD

OVER LEONARDS CREEK

CULVERT REPLACEMENT

The existing two lane bridge with shoulders will be replaced in kind.

Northampton Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	40				
CON	STA					400
Fiscal Year Total		40	0	0	0	
		Total FY 1997-2000 Cost		40		

BUCKS

5690

061M075A

X

PA 611, EASTON ROAD

COUNTY LINE ROAD TO BRISTOL ROAD

RESTORATION

Road restoration, including concrete base repairs, resurfacing, and the installation of a center left turn lane. Traffic signals will also be upgraded at two intersections.

Warrington Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		5,400			
Fiscal Year Total		0	5,400	0	0	
		Total FY 1997-2000 Cost		5,400		

BUCKS

5691

061M085A

X

PA 611, EASTON ROAD

BRISTOL ROAD TO SOUTH MAIN STREET

RESTORATION

Road restoration, including drainage improvements, guiderail improvements, and the installation of a center left turn lane. One traffic signal will also be upgraded.

Doylestown Twp., Plumstead Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		5,800			
Fiscal Year Total		0	5,800	0	0	
		Total FY 1997-2000 Cost		5,800		

BUCKS

5692

061C065

DARK HOLLOW ROAD/TOHICKN CREEK

AT STOVER PARK

BRIDGE REPLACEMENT

Replace the existing bridge with a 28' wide bridge.

Bedminster Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	1,600				

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description
PMS #	Location / Narrative
Air Quality Code	Municipalities
Sponsor	
Fiscal Year Total	1,600
	0
	0
	0
	Total FY 1997-2000 Cost 1,600

BUCKS

5693

061M025A

FRETZ VALLEY ROAD

OVER DEER RUN CREEK

CULVERT REPLACEMENT

Bedminster Twp.

PADOT

Current Program Schedule and Cost Summary						
Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA	110				
CON	STA					400
ROW	STA					40
Fiscal Year Total		110	0	0	0	
		Total FY 1997-2000 Cost				110

BUCKS

5694

061M095A

STATE ROAD

OVER NESHAMINY CREEK, NEAR DELAWARE RI

BRIDGE REHABILITATION

This bridge rehabilitation project involves scour repair and shoal removal.

Bensalem Twp., Bristol Twp.

PADOT

<u>Phase</u>	<u>Fund</u>	Current Program Schedule and Cost Summary				<u>Later FYs</u>
		<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	
CON	STA	150				
Fiscal Year Total		150	0	0	0	
		Total FY 1997-2000 Cost				150

BUCKS

5695

061M035A

READING AVENUE

OVER VAN HORN CREEK

BRIDGE REHABILITATION

Yardley Boro.

PADOT

<u>Phase</u>	<u>Fund</u>	Current Program Schedule and Cost Summary				<u>Later FYs</u>
		<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	
ENG	STA	40				
ROW	STA	20				
CON	STA					100
Fiscal Year Total		60	0	0	0	
		Total FY 1997-2000 Cost				60

BUCKS

5696

061L002

CLAY ROAD BRIDGE (#30)

OVER BEAVER CREEK

BRIDGE REPLACEMENT

Tinicum Twp.

BUCKS CO.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC					120
CON	STA					480
Fiscal Year Total		0	0	0	0	
		Total FY 1997-2000 Cost				0

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5697

061L013

Project Description

Location / Narrative

Municipalities

LETCWORTH AVE. BRIDGE (#313)

OVER PENNSYLVANIA CANAL

HISTORIC BRIDGE REPLACEMENT

The existing two lane, 18' wide bridge will be replaced with a two lane, 22' to 24' wide bridge with sidewalk on one side. The new bridge has been designed to blend in with the historic character of the canal and the surrounding area.

Yardley Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	80				
CON	STA	320				
ROW	LOC	5				
ROW	STA	20				
Fiscal Year Total		425	0	0	0	
Total FY 1997-2000 Cost					425	

BUCKS

5698

061L016

ROCKHILL ROAD

OVER SEPTA

BRIDGE REPLACEMENT

The existing two lane, 20' wide bridge will be replaced with a 28' wide bridge, with two 12' lanes and 2' shoulders. The new bridge will be on a slightly new alignment in order to improve the existing horizontal and vertical curves.

East Rockhill Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	160				
CON	STA	640				
ROW	LOC	6				
ROW	STA	24				
Fiscal Year Total		830	0	0	0	
Total FY 1997-2000 Cost					830	

BUCKS

5699

061M5406

US 13, BRISTOL PIKE

PA TURNPIKE TO BUCKS COUNTY LINE

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves installing a closed loop traffic signal system for approximately 16 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	612				
CON	STA	68				
ENG	NHS	32				
ENG	STA	3				
ROW	NHS	50				
ROW	STA	5				
Fiscal Year Total		770	0	0	0	
Total FY 1997-2000 Cost					770	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

BUCKS

5700

061C085

X

Project Description

Location / Narrative

Municipalities

DARK HOLLOW ROAD

OVER NESHAMINY CREEK

BRIDGE REPLACEMENT

This bridge is currently closed to traffic and will be removed.

Buckingham Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	SCB	120				
ENG	STA	30				
ROW	SCB	40				
ROW	STA	10				
CON	SCB					800
CON	STA					200
Fiscal Year Total		200	0	0	0	
Total FY 1997-2000 Cost					200	

BUCKS

5701

061L063

X

STONEY BRIDGE ROAD

OVER DEEP RUN

BRIDGE REPLACEMENT

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders.

Bedminster Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB		52			
ENG	LOC		3			
ENG	STA		10			
ROW	LCB				56	
ROW	LOC				3	
ROW	STA				11	
CON	LCB					334
CON	LOC					21
CON	STA					63
Fiscal Year Total		0	65	0	70	
Total FY 1997-2000 Cost					135	

BUCKS

5702

061L064

X

PICKERTOWN ROAD

OVER MILL CREEK

BRIDGE REPLACEMENT

The existing two lane bridge will be replaced with a two lane, 26' to 28' wide bridge with shoulders. A minor realignment of the horizontal curve will also be made.

Warrington Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB		64			
ENG	LOC		4			
ENG	STA		12			
ROW	LCB				40	
ROW	LOC				2	
ROW	STA				8	
CON	LCB					332
CON	LOC					21
CON	STA					62

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	80	0	50
Total FY 1997-2000 Cost				130

BUCKS

5703

061C090

X

PA 513, HULMEVILLE ROAD

OVER TRIBUTARY OF POQUESSING CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with minimal shoulders.

Bensalem Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	100				
ROW	STA		50			
CON	STA			500		
Fiscal Year Total		100	50	500	0	
Total FY 1997-2000 Cost				650		

BUCKS

5706

061M002Z

X

OLD LINCOLN HIGHWAY

BRISTOL RD. TO NEW ROGERS RD.

RESTORATION

Road restoration, including drainage improvements, guiderail improvements, milling, and overlay.

Middletown Twp., Bensalem Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		2,800			
Fiscal Year Total		0	2,800	0	0	
Total FY 1997-2000 Cost				2,800		

BUCKS

5707

061L005

X

STERLING ST.

OVER RAILROAD

BRIDGE REMOVAL

The existing two lane timber bridge is currently closed to traffic. The project involves removing the bridge and installing barriers.

Newtown Boro.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		20			
CON	STA				180	
Fiscal Year Total		0	20	0	180	
Total FY 1997-2000 Cost				200		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6180

062C004

X

Project Description

Location / Narrative

Municipalities

VALLEY FORGE ROAD

OVER CONRAIL

BRIDGE REPLACEMENT

Replace the existing two lane, 22' bridge. The new structure will have two 12' lanes with 8' shoulders and will be raised 4' over the railroad tracks. The bridge will also be realigned with the intersection to the east.

Tredyffrin Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	1,532				
CON	STA	511				
ROW	FCB	244				
ROW	STA	81				
Fiscal Year Total		2,368	0	0	0	
Total FY 1997-2000 Cost					2,368	

CHESTER

6530

062L044

X

PA 352, CHESTER ROAD

AT BOOT ROAD

RESTORATION AND REALIGNMENT

This project consists of a minor realignment of the existing "Y" intersection by slightly widening both legs, pavement patching, and drainage improvements.

East Goshen Twp.

E.GOSHEN

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC			80		
CON	STU			320		
Fiscal Year Total		0	0	400	0	
Total FY 1997-2000 Cost					400	

CHESTER

6569

062S502N

X

PA 352, CHESTER ROAD

AT PAOLI PIKE

INTERSECTION IMPROVEMENTS

Widening to accommodate the addition of left turn lanes on the eastbound and westbound approaches of Paoli Pike.

East Goshen Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	14				
ROW	STU	56				
CON	STA			160		
CON	STU			640		
Fiscal Year Total		70	0	800	0	
Total FY 1997-2000 Cost					870	

CHESTER

6579

062C029

X

STRASBURG ROAD

OVER WEST BRANCH OF BRANDYWINE CREEK

BRIDGE REPLACEMENT

This project involves building a new two lane bridge with shoulders next to the existing narrow, two lane historic bridge in the Village of Mortonville, and associated drainage improvements. The existing bridge may be kept for pedestrian use.

East Fallowfield Twp.

PADOT

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	FCB		200			
ROW	STA		50			
CON	FCB			2,400		
CON	STA			600		
Fiscal Year Total		0	250	3,000	0	
Total FY 1997-2000 Cost					3,250	

CHESTER

6581

062C030

X

MEDIA ROAD

OVER BRANCH OF LITTLE ELK CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with 3' graded shoulders and a 3 ton weight limit will be replaced with a bridge with two 11' travel lanes and 5' paved shoulders.

Elk Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	32				
ROW	STA	8				
CON	SCB		320			
CON	STA		80			
Fiscal Year Total		40	400	0	0	
Total FY 1997-2000 Cost					440	

CHESTER

6583

062C028

X

LANDENBURG ROAD

OVER EAST BRANCH OF WHITE CLAY CREEK

BRIDGE REPLACEMENT

Replace the existing two lane, 20' wide bridge. The new structure will have two 10' lanes with 4' shoulders.

New Garden Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	40				
ROW	STA	10				
CON	SCB			600		
CON	STA			150		
Fiscal Year Total		50	0	750	0	
Total FY 1997-2000 Cost					800	

CHESTER

6594

062S201N

X

US 30, LANCASTER AVENUE

AT WATERLOO ROAD

ADDITION OF LEFT TURN LANE AND SIGNALS

Add left turn lanes on all four approaches, modernize the traffic signal, and realign the Waterloo Rd. approaches.

Easttown Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	NHS	150				
ENG	STA	50				
ROW	NHS		675			
ROW	STA		225			
CON	NHS			810		
CON	STA			90		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description
PMS #	Location / Narrative
Air Quality Code	Municipalities
Sponsor	
Fiscal Year Total	200 900 900 0
	Total FY 1997-2000 Cost 2,000

CHESTER

6624 PA 29, PHOENIXVILLE PIKE
 062L400 AT CHARLESTOWN ROAD
 X INTERSECTION IMPROVEMENTS
 Widening to accommodate a left turn only lane and a right turn/through lane on all four approaches.
 Charlestown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC			137		
CON	STU			413		
Fiscal Year Total		0	0	550	0	
				Total FY 1997-2000 Cost	550	

CHESTER

6628 CEDAR KNOLL ROAD
 062C034 OVER WEST BRANCH OF BRANDYWINE CREEK
 X BRIDGE REPLACEMENT
 The existing two lane bridge with 4' shoulders will be replaced in kind.
 West Brandywine Twp., West Caln Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		250			
ROW	STA		75			
CON	SCB				645	
CON	STA				161	
Fiscal Year Total		0	325	0	806	
				Total FY 1997-2000 Cost	1,131	

CHESTER

6642 THUNDERHILL LEWISVILLE ROAD
 062C040 OVER BRANCH OF BIG ELK CREEK
 X BRIDGE REPLACEMENT
 Replace the existing 24', two lane bridge in kind. It currently has a 3 ton weight restriction.
 New London Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB	280				
CON	STA	70				
ROW	SCB	20				
ROW	STA	5				
Fiscal Year Total		375	0	0	0	
				Total FY 1997-2000 Cost	375	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6651

062C065

X

Project Description

Location / Narrative

Municipalities

LONDON TRACT ROAD

OVER WHITE CLAY CREEK

BRIDGE REPLACEMENT

The existing one lane bridge will be replaced with a two lane bridge with shoulders.
London Britain Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	SCB	20				
ROW	STA	5				
CON	SCB			440		
CON	STA			110		
Fiscal Year Total		25	0	550	0	
Total FY 1997-2000 Cost					575	

CHESTER

6654

062C064

X

PENNSGROVE ROAD

OVER WEST BRANCH OF BIG ELK CREEK

BRIDGE REPLACEMENT

This project involves replacing the existing two lane bridge with a two lane bridge with shoulders, and drainage and guiderail improvements.
Upper Oxford Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB	340				
CON	STA	85				
ROW	SCB	40				
ROW	STA	10				
Fiscal Year Total		475	0	0	0	
Total FY 1997-2000 Cost					475	

CHESTER

6655

062C060

X

PA 926, STREET ROAD

OVER CHESTER CREEK

BRIDGE REPLACEMENT

Replacement of the existing two lane bridge with no shoulders with a two lane bridge with shoulders. Perform minor drainage and roadway improvements at the intersection with Westtown Rd.
Thornbury Twp., Westtown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	560				
CON	STA	140				
ROW	FCB	40				
ROW	STA	10				
Fiscal Year Total		750	0	0	0	
Total FY 1997-2000 Cost					750	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6687

062C213

X

Project Description

Location / Narrative

Municipalities

HARMONYVILLE ROAD

OVER PINE CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with 4' shoulders and provide visual mitigation.

Warwick Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	SCB	320				
CON	STA	80				
ROW	SCB	40				
ROW	STA	10				
Fiscal Year Total		450	0	0	0	
Total FY 1997-2000 Cost					450	

CHESTER

6690

062C037

X

US 30, LINCOLN HIGHWAY

OVER BRANCH OF VALLEY CREEK

BRIDGE REPLACEMENT

The existing bridge has one travel lane in each direction, a center turn lane, and no shoulders. The bridge creates a bottleneck between two sections of wider roadway. The new seven lane structure will consist of two travel lanes in each direction, a center turn lane, and right turn lanes. It will be curbed with no shoulders.

West Whiteland Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FCB	720				
CON	STA	180				
ROW	STA	180				
Fiscal Year Total		1,080	0	0	0	
Total FY 1997-2000 Cost					1,080	

CHESTER

6691

062C032

X

PA 252, BEARHILL PAOLI ROAD

OVER PECO RIGHT-OF-WAY

BRIDGE REMOVAL

Remove the existing structure and replace it with a culvert for the Chester Valley Trail.

Tredyffrin Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FCB	400				
CON	STA	100				
ROW	STA	100				
Fiscal Year Total		600	0	0	0	
Total FY 1997-2000 Cost					600	

CHESTER

6715

062S226M

TY1996BM

US 30, COATESVILLE-DOWNINGTOWN BYPASS

AT PA 113 (UWCHLAN AVENUE)

INTERCHANGE IMPROVEMENT

This project involves constructing an off-ramp from eastbound US 30 to northbound PA 113 and installing a median barrier from PA 113 to Creek Rd.

East Caln Twp.

PADOT

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA	50				
ENG	STP	200				
ROW	STA		400			
CON	STA			2,500		
Fiscal Year Total		250	400	2,500	0	
Total FY 1997-2000 Cost					3,150	

CHESTER

6718

062S004L

X

PA 100, POTTSTOWN BYPASS

AT PA 724 (SCHUYLKILL ROAD)

INTERCHANGE IMPROVEMENT

This project involves constructing an off-ramp from northbound PA 100 to PA 724, Schuylkill Rd.

North Coventry Twp.

PADOT

Current Program Schedule and Cost Summary						Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA			200		
CON	STU			800		
Fiscal Year Total		0	0	1,000	0	
Total FY 1997-2000 Cost					1,000	

CHESTER

6719

062C044

X

PA 41

DELAWARE STATE LINE TO PA 926

PRELIMINARY ALTERNATIVES ANALYSIS

This project consists of developing various transportation improvement alternatives to address the traffic and safety issues in this corridor.

Avondale Boro.

PENNDOT

Current Program Schedule and Cost Summary						Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA	250				
ENG	STP	1,000				
Fiscal Year Total		1,250	0	0	0	
Total FY 1997-2000 Cost					1,250	

CHESTER

6732

062S001L

X

US 322, DOWNINGTOWN WEST CHESTER ROAD

AT US BUSINESS 322

RELOCATE, CHANNELIZE, INSTALL SIGNALS

This project consists of the addition of two traffic signals, intersection realignment, widening to accommodate left turn lanes on Business Rt. 322, and the installation of a median barrier in certain locations to prevent left turns.

East Bradford Twp.

PADOT

Current Program Schedule and Cost Summary						Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC	40				
ROW	STU	160				
CON	LOC			295		
CON	STU			1,180		
Fiscal Year Total		200	0	1,475	0	
Total FY 1997-2000 Cost					1,675	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6735

062C050

X

PENNDOT

Project Description

Location / Narrative

Municipalities

PHOENIXVILLE PIKE BRIDGE

OVER PICKERING CREEK

BRIDGE REPLACEMENT

Charlestown Twp.

Phase	Fund
ROW	FCB
ROW	STA
CON	FCB
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	60				
	15				
			720		
			180		
Fiscal Year Total	75	0	900	0	
Total FY 1997-2000 Cost				975	

CHESTER

6740

062C062

X

PADOT

WESTTOWN THORNTON ROAD

OVER WEST BRANCH OF CHESTER CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and improve the vertical alignment by removing the hump in the bridge.

Thornbury Twp.

Phase	Fund
ENG	SCB
ENG	STA
CON	SCB
CON	STA
ROW	SCB
ROW	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		240			
		60			
					1,440
					360
					240
					60
Fiscal Year Total	0	300	0	0	
Total FY 1997-2000 Cost				300	

CHESTER

6743

062C051

X

PADOT

PA 162, EMBREEVILLE UNIONVILLE ROAD

OVER WEST BRANCH OF BRANDYWINE CREEK

BRIDGE REPLACEMENT

Rehabilitate the surface of the existing bridge. Its current width will not change.

Newlin Twp.

Phase	Fund
ROW	FCB
ROW	STA
CON	FCB
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		48			
		12			
			1,600		
			400		
Fiscal Year Total	0	60	2,000	0	
Total FY 1997-2000 Cost				2,060	

CHESTER

6765

062C054

X

PADOT

WESTBOURNE ROAD

OVER GOOSE CREEK

BRIDGE REPLACEMENT

Replace the existing 19' wide bridge with a 32' wide bridge with two 11' lanes and 5' shoulders.

Westtown Twp.

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ROW	SCB	24				
ROW	STA	6				
CON	SCB			240		
CON	STA			60		
Fiscal Year Total		30	0	300	0	
Total FY 1997-2000 Cost					330	

CHESTER

6766

062C059

X

PA 841, WEST GROVE LEWISVILLE ROAD

OVER BIG ELK CREEK

BRIDGE REPLACEMENT

Replace the existing 22' wide bridge with a 28' wide bridge.

Elk Twp., New London Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	24				
ROW	STA	6				
CON	SCB		680			
CON	STA		170			
Fiscal Year Total		30	850	0	0	
Total FY 1997-2000 Cost					880	

CHESTER

6772

062L820

X

PA 113, KIMBERTON ROAD

AT PA 401 (CONESTOGA ROAD)

SAFETY IMPROVEMENT, CHANNELIZATION

Add left turn lanes on all four approaches.

West Pikeland Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA				213	
CON	STU				638	
Fiscal Year Total		0	0	0	851	
Total FY 1997-2000 Cost					851	

CHESTER

6775

062M022A

X

PA 352, CHESTER ROAD

MONTE VISTA DR. TO HIGHLAND AVE.

CURVE RECONSTRUCTION

East Goshen Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA		13			
ENG	STU		115			
ROW	STA		30			
ROW	STU		274			
CON	STA				136	
CON	STU				1,229	
Fiscal Year Total		0	432	0	1,365	
Total FY 1997-2000 Cost					1,797	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6779

062S006C
TY1996BM

Project Description

Location / Narrative

Municipalities

US 1, BALTIMORE PIKE

KENNETT SQUARE BYPASS TO BAYARD RD.

PHASE 2 OF PARTNERSHIP

Widen from two lanes in each direction to three lanes in each direction and relocate the School House Rd. intersection. Add left turn lanes on US 1 at School House Rd. and install new traffic signals.

East Marlborough Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	2,500				
ROW	NHS	194				
ROW	STA	48				
Fiscal Year Total		2,742	0	0	0	
Total FY 1997-2000 Cost					2,742	

CHESTER

6781

062S241C
X

PA 3, WEST CHESTER PIKE

VARIOUS LOCATIONS/VARIOUS MUNICIPALITIES

INTERSECTION IMPROVEMENTS

Improve the safety of this corridor by formalizing the existing median to be consistent its whole length, extending various left turn lanes, closing some left turn lanes, and restoring the pavement.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	210				
CON	STS	1,890				
Fiscal Year Total		2,100	0	0	0	
Total FY 1997-2000 Cost					2,100	

CHESTER

6782

062S235C
X

PA 100, POTTSTOWN PIKE

AT PARK RD.

INTERSECTION IMPROVEMENT

Widen the intersection to accommodate left turn lanes on all approaches and install a new traffic signal.

Upper Uwchlan Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	31				
ENG	STS	124				
ROW	STA			18		
ROW	STS			73		
CON	STA				180	
CON	STS				720	
Fiscal Year Total		155	0	91	900	
Total FY 1997-2000 Cost					1,146	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6784

062M012A

X

PADOT

Project Description

Location / Narrative

Municipalities

PA 100, POTTSTOWN PIKE

MONTGOMERY CO. LINE TO PRIZER RD.

RESTORATION

North Coventry Twp., South Coventry Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	3,200				
CON	STA	800				
Fiscal Year Total		4,000	0	0	0	
Total FY 1997-2000 Cost					4,000	

CHESTER

6787

062S242S

X

PADOT

PA 926, STREET ROAD

DENTON HOLLOW RD. TO BRINTONS BRIDGE RD

SAFETY IMPROVEMENT TO SHARP CURVE

Improve the safety by softening the the "S" curve.

Pennsbury Twp., Pocopson Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		24			
ENG	STS		213			
ROW	STA		36			
ROW	STS		144			
CON	STA			60		
CON	STS			240		
Fiscal Year Total		0	417	300	0	
Total FY 1997-2000 Cost					717	

CHESTER

6791

062C055

X

PADOT

STATE ROAD

OVER BIG ELK CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with shoulders will be replaced in kind.

Elk Twp., New London Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	SCB		120			
ENG	STA		30			
CON	SCB				640	
CON	STA				160	
ROW	SCB				80	
ROW	STA				20	
Fiscal Year Total		0	150	0	900	
Total FY 1997-2000 Cost					1,050	

CHESTER

6793

062C057

X

PENNDOT

WESTBOURNE ROAD (II)

OVER GOOSE CREEK

BRIDGE REPLACEMENT

Replace the existing 19' wide bridge with a 32' wide bridge with two 11' lanes and 5' shoulders.

Westtown Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ROW	SCB	24			
ROW	STA	6			
CON	SCB		240		
CON	STA		60		
Fiscal Year Total		30	0	300	0
Total FY 1997-2000 Cost					330

CHESTER

6794

062C063

X

HOPEWELL ROAD

OVER TWEED CREEK
BRIDGE REPLACEMENT

This project involves replacing the existing two lane bridge (western-most crossing) with a two lane bridge with shoulders, and drainage and guiderail improvements. East Nottingham Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	96				
ROW	STA	24				
CON	SCB		480			
CON	STA		120			
Fiscal Year Total		120	600	0	0	
Total FY 1997-2000 Cost					720	

CHESTER

6795

062C068

X

MARSHALL ROAD

OVER EAST BRANCH OF BRANDYWINE CREEK
BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders. Relocate the bridge to improve its horizontal curve and align it with the opposite leg of Marshall Rd.

Wallace Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	88				
ROW	STA	22				
CON	SCB		840			
CON	STA		210			
Fiscal Year Total		110	1,050	0	0	
Total FY 1997-2000 Cost					1,160	

CHESTER

6797

062C067

X

PARK AVENUE

OVER BUCK RUN
BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and realign Park Ave. to improve the horizontal curve. East Fallowfield Twp., Highland Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	24				
ROW	STA	6				
CON	SCB		440			
CON	STA		110			
Fiscal Year Total		30	550	0	0	
Total FY 1997-2000 Cost					580	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6799

062C202C
TY2005BM

Project Description

Location / Narrative
Municipalities

US 202 (SECTION 400), SWEDESFORD RD. TO

OLD EAGLE SCHOOL RD. (see #8382)
WIDENING AND ACCESS IMPROVEMENTS

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 400 are from PA 252 to I-76. Traffic volumes in this section of US 202 exceed 80,000 AADT.

This project will increase the capacity of US 202 by widening a 2.6 mile section from four to six lanes. Interchange improvements will be made at I-76 and Warner Road, US 422, Swedesford Road, and Chesterbrook. The Warner Road and Old Eagle School Road bridges will be replaced and a new ramp will be constructed parallel to US 202 along the abandoned Chester Valley Railroad right-of-way that will connect an extended Devon Park Drive and the US 422 interchange to eastbound I-76. PennDOT has identified this as an SOV Project and has completed the required Congestion Management System (CMS) Analysis. This analysis resulted in additional projects being recommended to mitigate congestion during and after the construction of this improvement. Specific CMS projects and cost estimates are yet to be determined but could include: subsidies to SEPTA for new transit service and a localized rideshare program for Chester and Montgomery Counties.

Tredyffrin Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC		11,000			
CON	NHS		27,600			
CON	STA		6,900			
Fiscal Year Total		0	45,500	0	0	
Total FY 1997-2000 Cost					45,500	

CHESTER

6800

062S230M
X

PA 3, GAY ST/MARKET ST/W. CHESTER PK

CORRIDOR IMPROVEMENTS

Installation of a computerized traffic signal system.
West Chester Boro., West Goshen Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	CAQ	112				
ROW	STA	28				
CON	CAQ		720			
CON	STA		180			
Fiscal Year Total		140	900	0	0	
Total FY 1997-2000 Cost					1,040	

CHESTER

6803

062M043A
X

US 30, LANCASTER AVENUE/LINCOLN HIGHWAY

PA 252 (LEOPARD RD)-DELAWARE COUNTY LINE
RESTORATION

Road restoration including drainage improvements, curbing and shoulder reconstruction, milling, repaving, signal modernization, and guiderail improvements.
Tredyffrin Twp., Easttown Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA	100				
CON	NHS		304			

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STA		76			
Fiscal Year Total		100	380	0	0	
		Total FY 1997-2000 Cost				480

CHESTER

6804

062S215C

X

PA 41, PENNSYLVANIA AVENUE

AT STATE ST./1ST AVE.

SIGNAL IMPROVEMENT

Upgrade and interconnect the existing traffic signals.

Avondale Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	TAQ	150				
Fiscal Year Total		150	0	0	0	
		Total FY 1997-2000 Cost				150

CHESTER

6805

062S252C

X

PA 41, NEWPORT LANCASTER PIKE

AT PA 10 (LIMESTONE ROAD)

INTERSECTION IMPROVEMENT

Widen the intersection and reconstruct the shoulders to accommodate left turn lanes on PA 41.

West Fallowfield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	170				
CON	STS	680				
ROW	STA	40				
ROW	STS	161				
Fiscal Year Total		1,051	0	0	0	
		Total FY 1997-2000 Cost				1,051

CHESTER

6807

062S255C

TY2005BO

PA 41, NEWPORT LANCASTER PIKE

AT HIGHLAND ROAD

INTERSECTION IMPROVEMENT

Widen intersection to accommodate left turn lanes on PA 41.

West Fallowfield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	150				
CON	STS	600				
ENG	STA	42				
ENG	STS	169				
ROW	STA	12				
ROW	STS	49				
Fiscal Year Total		1,022	0	0	0	
		Total FY 1997-2000 Cost				1,022

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6808

062S253C
TY2005BO

Project Description

Location / Narrative

Municipalities

PA 41, GAP NEWPORT ROAD

AT NEWARK ROAD
INTERSECTION IMPROVEMENT

Widen intersection to accommodate left turn lanes on PA 41.
New Garden Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	640				
CON	STA	160				
Fiscal Year Total		800	0	0	0	
Total FY 1997-2000 Cost					800	

CHESTER

6809

062S254C
TY2005BO

PA 41, PENNSYLVANIA AVENUE

AT PENN GREEN ROAD
INTERSECTION IMPROVEMENT

Widen intersection to accommodate left turn lanes on PA 41.
New Garden Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	160				
CON	STP	640				
Fiscal Year Total		800	0	0	0	
Total FY 1997-2000 Cost					800	

CHESTER

6810

062S258C
TY2005BO

PA 41, GAP NEWPORT RD. (LANCASTER PK)

AT PA 926 (STREET ROAD)
INTERSECTION IMPROVEMENT

Widen intersection to accommodate left turn lanes on PA 41.
Londonderry Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	NHS	49				
ROW	STA	12				
CON	NHS		680			
CON	STA		170			
Fiscal Year Total		61	850	0	0	
Total FY 1997-2000 Cost					911	

CHESTER

6812

062S257C
X

PA 41, PENNSYLVANIA AVENUE

AT OLD BALTIMORE PIKE
INTERSECTION IMPROVEMENT

Realign intersection approaches to form a "T" intersection.
Avondale Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	140				
CON	STS	560				
Fiscal Year Total		700	0	0	0	
Total FY 1997-2000 Cost					700	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6813

062S256C

X

Project Description

Location / Narrative

Municipalities

PA 41, GAP NEWPORT ROAD

AT NEW BALTIMORE PIKE

INTERSECTION IMPROVEMENT

Realign intersection approaches to form a "T" intersection and add left turn lanes on all approaches.

London Grove Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	NHS	111				
ENG	STA	28				
ROW	NHS	109				
ROW	STA	27				
CON	NHS		800			
CON	STA		200			
Fiscal Year Total		275	1,000	0	0	
Total FY 1997-2000 Cost					1,275	

CHESTER

6816

062S261C

X

PA 100, POTTSTOWN PIKE

HOFFECCKER RD. TO PA. TPK. ENTRANCE

CORRIDOR IMPROVEMENTS

Utility relocation and driveway channelization.

North Coventry Twp., Uwchlan Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	NHS	360				
ROW	STA	90				
CON	NHS		108			
CON	STA		27			
Fiscal Year Total		450	135	0	0	
Total FY 1997-2000 Cost					585	

CHESTER

6818

062S247C

X

PA 100, POTTSTOWN PIKE

AT PA 401 (CONESTOGA ROAD)

INTERSECTION IMPROVEMENT/LEFT TURN LANE

Widen to accommodate left turn lanes on PA 100.

West Vincent Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	53				
ENG	STS	212				
ROW	STA	9				
ROW	STS	37				
CON	STA		120			
CON	STS		480			
Fiscal Year Total		311	600	0	0	
Total FY 1997-2000 Cost					911	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6824

062M000Z

X

Project Description

Location / Narrative

Municipalities

US 30 BUSINESS, LINCOLN HIGHWAY

HOPE AVE. TO CONRAIL BRIDGE

RESTORATION

This project involves curb to curb reconstruction of the roadway to improve the riding surface, including milling, overlay, and replacement of the drainage system.
Coatesville City, Caln Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		2,000			
Fiscal Year Total		0	2,000	0	0	
Total FY 1997-2000 Cost					2,000	

CHESTER

6839

062L821

TY1996BO

PA 113, LIONVILLE AVENUE

PA 100 TO PA TURNPIKE BRIDGE

INTERSECTION & CORRIDOR IMPROVEMENT

This project involves widening to accommodate dual left turn lanes on both approaches of PA 100 and on eastbound PA 113.
Uwchlan Twp.

UWCHLAN

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	360				
CON	STU	1,440				
Fiscal Year Total		1,800	0	0	0	
Total FY 1997-2000 Cost					1,800	

CHESTER

6840

062S032Q

X

PAOLI PIKE (C065)

US 202 TO TAYLOR AVENUE

BIKEWAY CONSTRUCTION

The construction of a four mile long bikeway along Paoli Pike in East and West Goshen Townships. Project consists of shoulder widening within the existing right-of-way.
East Goshen Twp., West Goshen Twp.

CHESTER

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	48				
ENG	LOC	12				
CON	CAQ			172		
CON	LOC			43		
Fiscal Year Total		60	0	215	0	
Total FY 1997-2000 Cost					275	

CHESTER

6841A

062H3C18

X

CHESTER VALLEY TRAIL PHASE I

CHURCH FARM SCHOOL RD. TO PA 29

The Chester Valley Trail will link Valley Forge National Historic Park, the Schuylkill River Trail, and the county-owned Struble Trail. The 15 mile long multimodal trail will primarily follow the abandoned Chester Valley Railroad. It will be a paved surface ten to twelve feet wide.

Tredyffrin Twp., East Whiteland Twp.

CHESTER

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC		166			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STE	662		
		828	0	0
Fiscal Year Total		0		
		Total FY 1997-2000 Cost 828		

CHESTER

6841B

062H4N06

X

CHESTER VALLEY TRAIL PHASE II

PA 29 TO I-76

The Chester Valley Trail will link Valley Forge National Historic Park, the Schuylkill River Trail, and the county-owned Struble Trail. The 15 mile long multimodal trail will primarily follow the abandoned Chester Valley Railroad. It will be a paved surface ten to twelve feet wide.

East Whiteland Twp., West Whiteland Twp.

CHESTER

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC		225			
CON	STE		900			
Fiscal Year Total		0	1,125	0	0	
		Total FY 1997-2000 Cost 1,125				

CHESTER

6850

062S4140

X

PA 100, POTTSTOWN PIKE

AT PUGHTOWN ROAD

SAFETY IMP. REALIGNMENT & CHANNELIZATION

This intersection has poor sight distance due to a hump in the road on PA 100. To increase visibility, the grade will be lowered. Traffic signals may also be installed.

South Coventry Twp.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA	200				
CON	STU	800				
Fiscal Year Total		1,000	0	0	0	
		Total FY 1997-2000 Cost 1,000				

CHESTER

6851

062C069

X

PAOLI PIKE

OVER RIDLEY CREEK

BRIDGE REPLACEMENT

Replace the existing bridge at a width of 46 to 54 feet.

East Goshen Twp.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FCB	400				
CON	STA	100				
Fiscal Year Total		500	0	0	0	
		Total FY 1997-2000 Cost 500				

CHESTER

6856

062C035

X

CHESTNUT TREE ROAD

OVER E. BRANCH OF BRANDYWINE CREEK

BRIDGE REHABILITATION

The existing narrow two lane bridge will be replaced with a two lane bridge with minimal shoulders. The bridge is located in a historic district.

West Nantmeal Twp., Honey Brook Twp.

PENNDOT

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description					
PMS #	Location / Narrative					
Air Quality Code	Municipalities					
Sponsor						
Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	FCB		320			
ENG	STA		80			
ROW	FCB		80			
ROW	STA		20			
CON	FCB				560	
CON	STA				140	
Fiscal Year Total		0	500	0	700	
Total FY 1997-2000 Cost					1,200	

CHESTER

6858
062L013
X

WEST BRIDGE STREET
OVER AMTRAK
BRIDGE REPLACEMENT

The existing two lane bridge with sidewalks on both sides is currently closed to traffic. It will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides.

Parkesburg Boro.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LCB		1,280			
ROW	LOC		80			
ROW	STA		240			
CON	LCB				1,760	
CON	LOC				110	
CON	STA				330	
Fiscal Year Total		0	1,600	0	2,200	
Total FY 1997-2000 Cost					3,800	

CHESTER

6863
062L011
X

CASSATT AVENUE PEDESTRIAN BRIDGE
OVER RR TRACKS AT R5 BERWYN STATION

The existing bridge is currently closed to traffic. This project involves constructing a new pedestrian bridge over the railroad tracks at SEPTA's R5 Berwyn Station. The new bridge will include access ramps and other required ADA improvements.

Easttown Twp., Tredyffrin Twp.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	53				
CON	STA	267				
CON	STU	1,280				
Fiscal Year Total		1,600	0	0	0	
Total FY 1997-2000 Cost					1,600	

CHESTER

6864
062C001P
X

US 1, BALTIMORE PIKE
OVER BRANDYWINE CREEK
BRIDGE PAINTING

Pennsbury Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	SCB	399				
CON	STA	100				
Fiscal Year Total		499	0	0	0	
Total FY 1997-2000 Cost					499	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6865

062C056

X

PADOT

Project Description

Location / Narrative

Municipalities

FIVE POINTS ROAD

OVER BIRCH RUN

BRIDGE REPLACEMENT

Highland Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB	280				
CON	STA	70				
ENG	SCB	80				
ENG	STA	20				
ROW	SCB	80				
ROW	STA	20				
Fiscal Year Total		550	0	0	0	
Total FY 1997-2000 Cost					550	

CHESTER

6869

062S013Q

TY1996AO

TREDYFFRI

TREDYFFRIN TWP. POLICE DEPT. (C002)

TOWNSHIP-WIDE

CONVERSION TO ALTERNATIVE FUEL VEHICLES

A total of 20 vehicles will be converted to alternative, bi-fuel capacity over a four year period. PECO energy will provide a fueling facility.

Tredyffrin Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		64			
CON	LOC		16			
Fiscal Year Total		0	80	0	0	
Total FY 1997-2000 Cost					80	

CHESTER

6870

062S010Q

TY2005AO

UWCHLAN,

PA 100, PA 113, AND US 30 (C060)

CLOSED LOOP SIGNAL SYSTEM

A closed-loop signal system interconnecting 34 intersections along PA 100, PA 113, and US 30, allowing the two-way flow of information between the intersections and a central master station. System status information will be automatically transmitted from local intersections to the central master and an operator will control demand based signal timing and traffic volume information. The funding will provide for the design, capital, and operating expenses for two years.

Uwchlan Twp., West Whiteland Twp.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	160				
ENG	LOC	40				
ROW	CAQ	16				
ROW	LOC	4				
CON	CAQ		624			
CON	LOC		156			
Fiscal Year Total		220	780	0	0	
Total FY 1997-2000 Cost					1,000	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6871

062S025Q

TY2005AO

Project Description

Location / Narrative

Municipalities

COMMUNITY CIRCULATOR (C061)

TOWNSHIP-WIDE

NEW LOCAL TRANSIT SERVICE

Implementation of a transit route through West Whiteland Township to serve residents, employers, and shoppers. Funding is for design and operation - service will be supplied by a private carrier.

West Whiteland Twp.

W.WHITELD

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ	200				
CON	LOC	50				
Fiscal Year Total		250	0	0	0	
Total FY 1997-2000 Cost					250	

CHESTER

6878

062L063

X

STATE STREET BRIDGE

OVER AMTRAK'S HARRISBURG LINE

BRIDGE REMOVAL

Remove the dilapidated vehicular bridge which has been closed to traffic since the 1970's. A new pedestrian bridge may be constructed.

Parkessburg Boro.

CHESTER

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	10				
CON	STA	30				
CON	STU	160				
Fiscal Year Total		200	0	0	0	
Total FY 1997-2000 Cost					200	

CHESTER

6880

062M009A

PA 82, STRODE AVENUE

OVER TRIBUTARY OF SUCKER RUN CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with minimal shoulders and sidewalks on both sides will be replaced in kind.

Coatesville City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		900			
Fiscal Year Total		0	900	0	0	
Total FY 1997-2000 Cost					900	

CHESTER

6881

062M015A

PA 100, POTTSTOWN PIKE

PRIZER RD. TO PA 23

RESTORATION

Restoration involves the various tasks necessary to bring the road condition up to current standards, including base repair, resurfacing, drainage improvements, milling and overlay, guiderail improvements, and signal improvements.

South Coventry Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	280				
CON	STP	1,120				

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ENG	STA	100			
Fiscal Year Total		1,500	0	0	0
		Total FY 1997-2000 Cost			1,500

CHESTER

6885

062M0048

WHITEHORSE ROAD

OVER CRUM CREEK

BRIDGE (CULVERT) REPLACEMENT

Willistown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		306			
Fiscal Year Total		0	306	0	0	
		Total FY 1997-2000 Cost			306	

CHESTER

6886

062C039

HOPEWELL ROAD

OVER BRANCH OF TWEED RUN

HISTORIC BRIDGE REPLACEMENT (2 BRIDGES)

The existing 24' wide bridge with graded shoulders will be replaced with a bridge with two 11' wide lanes and 3' paved shoulders.

East Nottingham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	750				
ROW	STA	45				
Fiscal Year Total		795	0	0	0	
		Total FY 1997-2000 Cost			795	

CHESTER

6887

062C003P

OLD BALTIMORE PIKE

OVER ROUTE 1 BYPASS

BRIDGE PAINTING

Kennett Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	275				
Fiscal Year Total		275	0	0	0	
		Total FY 1997-2000 Cost			275	

CHESTER

6888

062M045A

CREAM ROAD

OVER BRANCH OF MUDDY RUN

CULVERT REPLACEMENT

The existing two lane bridge with minimal shoulders will be replaced with a two lane bridge with shoulders.

Lower Oxford Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	40				
CON	STA					400
Fiscal Year Total		40	0	0	0	
		Total FY 1997-2000 Cost			40	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6889

062L002

Project Description

Location / Narrative

Municipalities

PICKERING ROAD

OVER PICKERING CREEK

HISTORIC BRIDGE REPLACEMENT

The existing one lane bridge is currently closed to traffic. It will be replaced with an 18' wide bridge.

Charlestown Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC			17		
ENG	STA			68		
CON	LOC				86	
CON	STA				344	
ROW	LOC				10	
ROW	STA				40	
Fiscal Year Total		0	0	85	480	
Total FY 1997-2000 Cost					565	

CHESTER

6891

062L014

OLD WILMINGTON ROAD/NEWPORT AVENUE

OVER NEWPORT AVENUE

BRIDGE REMOVAL

Remove the existing bridge (previously referred to as the Sadsbury Bridge) which has been closed to traffic since the 1970's.

Sadsbury Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	80				
CON	STA	320				
ROW	LOC	40				
ROW	STA	160				
Fiscal Year Total		600	0	0	0	
Total FY 1997-2000 Cost					600	

CHESTER

6892

062L055

MT. PLEASANT ROAD

OVER FRENCH CREEK

BRIDGE REPLACEMENT

Replace the existing two lane, 20' wide bridge with a 24' wide bridge, with two lanes and minimal shoulders.

South Coventry Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	5				
ENG	STA	22				
ROW	LOC			5		
ROW	STA			20		
CON	LOC				55	
CON	STA				220	
Fiscal Year Total		27	0	25	275	
Total FY 1997-2000 Cost					327	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6893

062L062

Project Description

Location / Narrative

Municipalities

JAMES MILL ROAD

OVER BRANCH OF FRENCH CREEK

BRIDGE REPLACEMENT

Replace the existing one and a half lane bridge with a 24' wide, two lane bridge with minimal shoulders.

East Nantmeal Twp., Warwick Twp.

PADOT

Phase	Fund
CON	LCB
CON	LOC
CON	STA
ROW	LCB
ROW	LOC
ROW	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
Fiscal Year Total	0	0	0	425	
Total FY 1997-2000 Cost				425	

CHESTER

6894

062L057

VALLEY STATION ROAD

OVER WEST BRANCH OF BRANDYWINE CREEK

BRIDGE REPLACEMENT

The existing narrow, one and a half lane bridge is currently closed to traffic. It will be replaced with a two lane bridge with minimal shoulders and sidewalk on one side. (Valley Station Rd. is the only access to community of 20 to 30 houses.)

Valley Twp.

PADOT

Phase	Fund
CON	LOC
CON	STA
ROW	LOC
ROW	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
Fiscal Year Total	635	0	0	0	
Total FY 1997-2000 Cost				635	

CHESTER

6897

062L064

X

LAFAYETTE ROAD

OVER WEST BRANCH OF BRANDYWINE CREEK

BRIDGE REPLACEMENT

The scope of this bridge replacement project has not yet been determined.

West Brandywine Twp.

PENNDOT

Phase	Fund
ENG	LCB
ENG	LOC
ENG	STA
ROW	LCB
ROW	LOC
ROW	STA
CON	LCB
CON	LOC
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
Fiscal Year Total	125	0	0	641	
Total FY 1997-2000 Cost				766	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Project Description

Location / Narrative

Municipalities

Sponsor

CHESTER

6898

062L065

X

HADFIELD ROAD

OVER BEAVER RUN

BRIDGE REPLACEMENT

This project involves replacing the existing two lane bridge with a two lane bridge with minimal shoulders and softening the "S" curve.

East Brandywine Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB	56				
ENG	LOC	3				
ENG	STA	11				
ROW	LCB	20				
ROW	LOC	1				
ROW	STA	4				
CON	LCB			280		
CON	LOC			17		
CON	STA			53		
Fiscal Year Total		95	0	350	0	
Total FY 1997-2000 Cost					445	

CHESTER

6899

062L066

X

VALLEY WILLOW ROAD

OVER BRANCH OF WHITE CLAY

BRIDGE REPLACEMENT

The existing two lane bridge will be replaced in kind.

London Grove Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	20				
ENG	STA	80				
ROW	LOC	5				
ROW	STA	20				
CON	LOC			125		
CON	STA			498		
Fiscal Year Total		125	0	623	0	
Total FY 1997-2000 Cost					748	

CHESTER

6900

062M500Z

X

US 1

PA 41 TO BALTIMORE PIKE

PAVEMENT LIFE EXTENSION

This preventive maintenance project includes concrete rehabilitation, upgrading shoulders and guiderails, and slope stabilization.

London Grove Twp., New Garden Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		10,000			
Fiscal Year Total		0	10,000	0	0	
Total FY 1997-2000 Cost					10,000	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

CHESTER

6902

062L059

X

Project Description

Location / Narrative

Municipalities

CHESTNUT ST.

OVER AMTRAK/SEPTA R5

BRIDGE REPLACEMENT

The existing two lane bridge with minimal shoulders will be replaced in kind, with a minor improvement to the vertical crest.

Downingtown Boro.

PENNDOT

<u>Phase</u>	<u>Fund</u>
ENG	STA
ROW	STA

Current Program Schedule and Cost Summary					<u>Later FYs</u>
<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>		
	200	300			
Fiscal Year Total	0	200	300	0	
Total FY 1997-2000 Cost				500	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7002

063C032

TY1996BO

Project Description

Location / Narrative

Municipalities

I-95/CRUM LYNNE FRINGE PARKING LOT

SEPTA R2 WILMINGTON RAIL LINE

PARK & RIDE LOT

Baldwin Commuter Rail Station and Park and Ride Lot on SEPTA R2 Wilmington Commuter Rail Line - New park and ride lot and station in Eddystone Borough. Originally proposed as the Crum Lynne Park and Ride Lot - one of several I-476 park and ride lots, the current proposal eliminates direct access from I-476 and I-95. Station will have access from US 13, Chester Pike. PennDOT will lease parking spaces from owner of Baldwin Towers Office Building (approximately 200 spaces).

Ridley Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FAI	1,291				
ROW	STA	144				
CON	STA		4,000			
Fiscal Year Total		1,435	4,000	0	0	
Total FY 1997-2000 Cost					5,435	

DELAWARE

7012

063C041

TY2005BO

I-476 RADNOR PARK & RIDE LOT AT SEPTA

PARKESBURG COMMUTER RAIL LINE AND

NORRISTOWN HIGH SPEED TROLLEY LINE

This project involves expanding the existing Radnor station parking lot by 100 spaces and station renovations. (This project is not a new parking lot with direct access from I-476 as originally proposed).

Radnor Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FAI	1,080				
ROW	STA	120				
CON	FAI			7,650		
CON	STA			850		
Fiscal Year Total		1,200	0	8,500	0	
Total FY 1997-2000 Cost					9,700	

DELAWARE

7047

063C027

TY2005BM

PA 291, INDUSTRIAL HIGHWAY

FRANKLIN STREET TO RIDLEY CREEK

5 LANE WIDENING & RELOC. CENTER TRN LANE

Widen to provide two travel lanes in each direction with a center turn lane, sidewalks on both sides, and parking on one side. Consideration is being given to narrowing the sidewalks in order to accommodate bicycle lanes.

Chester City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	1,410				
CON	STU	7,990				
Fiscal Year Total		9,400	0	0	0	
Total FY 1997-2000 Cost					9,400	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7051

063C026
TY2005BM

Project Description

Location / Narrative

Municipalities

PA 291, INDUSTRIAL HIGHWAY

TRAINER BORO TO FRANKLIN STREET
5 LANE WIDENING WITH CENTER TURN LANE

Widen to provide two travel lanes in each direction with a center turn lane, sidewalks on both sides, and parking on one side. Consideration is being given to narrowing the sidewalks in order to accommodate bicycle lanes.

Chester City, Trainer Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA				8,000	
Fiscal Year Total		0	0	0	8,000	
Total FY 1997-2000 Cost					8,000	

DELAWARE

7129

063C059
TY2005BM

I-95, DELAWARE EXPRESSWAY

AT PA 352 (EDGMONT AVENUE)
CONSTRUCT RAMP ONTO SOUTHBOUND I-95

Construct a ramp from PA 352, Edgemont Ave. onto southbound I-95.

Chester City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	4,000				
Fiscal Year Total		4,000	0	0	0	
Total FY 1997-2000 Cost					4,000	

DELAWARE

7175

063L812
X

BRIDGE ST./MAPLE AVE.

OVER DARBY CREEK (LINDBERGH BRIDGE)
BRIDGE REHABILITATION

Rehabilitation of 3-span concrete trussed arch bridge built in 1927-1928.

Clifton Heights Boro., Upper Darby Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LCB	1,600				
CON	LOC	100				
CON	STA	300				
Fiscal Year Total		2,000	0	0	0	
Total FY 1997-2000 Cost					2,000	

DELAWARE

7666

063C065
TY2005BM

US 322, CONCHESTER ROAD

US 1 (BALTIMORE PK.)-PA 452 (MARKET ST.)
WIDEN TO 4 LNS./JUGHANDLES/MED. BARRIERS

Options being considered to enable US 322 to meet future traffic needs include widening the road to four lanes, the construction of jughandles, and the installation of median barriers.

Concord Twp., Bethel Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	4,800				
ROW	STA			3,600		
Fiscal Year Total		4,800	0	3,600	0	
Total FY 1997-2000 Cost					8,400	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7761

063C066

X

Project Description

Location / Narrative

Municipalities

BORTONDALE ROAD

OVER RIDLEY CREEK

BRIDGE REPLACEMENT

Upper Providence Twp., Middletown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	520				
CON	STA	130				
Fiscal Year Total		650	0	0	0	
Total FY 1997-2000 Cost					650	

DELAWARE

7804

063S002L

X

PA 261, VALLEY BROOK ROAD/FOULK ROAD

AT CONCORD ROAD/CHELSEA ROAD

INTERSECTION REALIGNMENT AND TURN LANE

The current design for this project, which includes the realignment of Foulk Rd. with Valley Brook Rd., possible signalization, and left turn lanes on Concord Rd., is on hold.

Bethel Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	35				
ROW	STU	140				
CON	STA			120		
CON	STU			480		
Fiscal Year Total		175	0	600	0	
Total FY 1997-2000 Cost					775	

DELAWARE

7824

063S101C

X

US 1, BALTIMORE PIKE

CONCORD ROAD TO MEDIA BYPASS

CORRIDOR IMPROVEMENTS

Install a median barrier, left turn lanes, and jug handles and restore pavement and shoulders.

Concord Twp., Middletown Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS		2,880			
CON	STA		320			
Fiscal Year Total		0	3,200	0	0	
Total FY 1997-2000 Cost					3,200	

DELAWARE

7825

063S102C

X

US 1, BALTIMORE PIKE

BRANDYWINE CREEK TO CONCORD ROAD

CORRIDOR IMPROVEMENTS

Install a median barrier, left turn lanes, and jug handles and restore pavement and shoulders.

Concord Twp., Birmingham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		3,300			
Fiscal Year Total		0	3,300	0	0	
Total FY 1997-2000 Cost					3,300	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7828

063S220S

X

Project Description

Location / Narrative

Municipalities

I-95, DELAWARE EXPRESSWAY

AT PA 420 (WANAMAKER AVE.) INTERCHANGE

INTERCHANGE IMPROVEMENT

Install lighting system.

Tinicum Twp.

PADOT

Phase	Fund
CON	STA
CON	STS

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		59			
		524			
Fiscal Year Total	0	583	0	0	
Total FY 1997-2000 Cost				583	

DELAWARE

7833

063M003A

X

US 1, BALTIMORE PIKE

PA 261 (VALLEY BROOK RD.) - MEDIA BYPASS

RESTORATION

This road restoration project involves base repair, milling, and overlay.

Chester Heights Boro., Middletown Twp.

PADOT

Phase	Fund
ENG	STA
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	150				
		138			
Fiscal Year Total	150	138	0	0	
Total FY 1997-2000 Cost				288	

DELAWARE

7834

063S202M

TY2005BO

PA 3, WEST CHESTER PIKE

LAWRENCE RD. TO 69TH ST.

CORRIDOR IMPROVEMENTS

Lengthen the standby lane at 25 intersections and install a computerized traffic signal system.

Haverford Twp., Upper Darby Twp.

PADOT

Phase	Fund
CON	CAQ
CON	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
	3,864				
	966				
Fiscal Year Total	4,830	0	0	0	
Total FY 1997-2000 Cost				4,830	

DELAWARE

7835

063S207C

X

PA 3, WEST CHESTER PIKE

CHESTER CO. LINE-US 1(TOWNSHIP LINE RD.)

INTERSECTION IMPROVEMENT, MEDIAN CLOSURE

Improve the safety of this corridor by installing a computerized traffic signal system, extending various left turn lanes, and closing openings in the median barrier.

Newtown Twp., Haverford Twp.

PADOT

Phase	Fund
ROW	STS
CON	STA
CON	STS

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
			1		
				140	
				560	
Fiscal Year Total	0	0	1	700	
Total FY 1997-2000 Cost				701	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7840

063S223S

X

Project Description

Location / Narrative

Municipalities

GOSHEN ROAD

AT DARBY-PAOLI ROAD

SAFETY IMPROVEMENT

Improve safety by softening the curve.

Radnor Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA	8				
ROW	STS	69				
CON	STA		70			
CON	STS		630			
Fiscal Year Total		77	700	0	0	
Total FY 1997-2000 Cost					777	

DELAWARE

7850

063C203

X

PA 452, MARKET STREET

OVER AMTRAK

BRIDGE REPLACEMENT

The existing two lane bridge (built in 1925) with shoulders and 8' wide sidewalks will be replaced in kind

Marcus Hook Boro., Lower Chichester Twp.

MARCUS H

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB					4,560
CON	STA					1,140
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

DELAWARE

7852

063C103

X

MACDADE BOULEVARD

OVER DARBY CREEK

BRIDGE REPLACEMENT

The scope of this project has not yet been determined.

Darby Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		300			
ROW	STA			200		
CON	STA				1,400	
Fiscal Year Total		0	300	200	1,400	
Total FY 1997-2000 Cost					1,900	

DELAWARE

7856

063S007Q

TN1996BO

BALTIMORE PIKE (C025)

WALLINGFORD ROAD TO BISHOP AVENUE

UPGRADE AND INTERCONNECT 14 SIGNALS

This project involves the coordination of 14 traffic signals on Baltimore Pike, from Wallingford Road to Bishop Avenue, a distance of about 2.5 miles, via a hardwire interconnect system. Also as part of this project, loop detectors will be added, traffic signal appurtenances will be upgraded, and intersections will be improved.

Springfield Twp.

SPRINGFLD

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		505			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	505	0	0
Total FY 1997-2000 Cost				505

DELAWARE

7857

063S020Q
TY1996AO

NATURAL GAS VEHICLE PROJECT (C016)

HAVERFORD TOWNSHIP

FUELING STATION AND VEHICLE CONVERSIONS

Five-year phase in of natural gas vehicles, including the replacement or conversion of 21 vehicles and the installation of a natural gas fueling facility.

Haverford Twp.

HAVERFOR

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		284			
CON	LOC		71			
Fiscal Year Total		0	355	0	0	
Total FY 1997-2000 Cost				355		

DELAWARE

7858

063S018Q
TY1996AO

NATURAL GAS VEHICLE PROJECT (C022)

RADNOR TOWNSHIP

VEHICLE CONVERSION

Conversion of 25 municipally owned vehicles from gasoline only to gasoline/natural gas.

Radnor Twp.

RADNOR

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ	100				
CON	LOC	25				
Fiscal Year Total		125	0	0	0	
Total FY 1997-2000 Cost				125		

DELAWARE

7859

063S023Q
X

CONCORD ROAD (C023)

BRIDGEWATER ROAD TO CHERRY TREE ROAD

PED./BICYCLE PATH CONST. & ENHANCEMENTS

This project involves the construction of a consistent bike/pedestrian pathway along Concord Road, from Bridgewater Road to Cherry Tree Road, a distance of about three miles. The project will utilize a new pedestrian crossing at the five points intersection of Concord, Pennell, and Knowlton Roads. Thirty benches will also be provided as part of this project.

Aston Twp.

ASTON

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ			317		
CON	LOC			79		
ENG	CAQ			80		
ENG	LOC			20		
Fiscal Year Total		0	0	496	0	
Total FY 1997-2000 Cost				496		

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7860

063S028Q

X

Project Description

Location / Narrative

Municipalities

P & W BICYCLE/PEDESTRIAN TRAIL (C046)

MARTHA BROWNS WOODS PARK TO SUGARTO

CONSTRUCTION OF BICYCLE/PEDESTRIAN TRAIL

Construct a 2.2 mile, 10 foot wide (minimum) bicycle/pedestrian trail along the abandoned Philadelphia & Western railroad line in Radnor Township, from Martha Browns Woods Park to Sugartown Rd.

Radnor Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	112				
ENG	STA	28				
CON	CAQ			448		
CON	STA			112		
Fiscal Year Total		140	0	560	0	
Total FY 1997-2000 Cost					700	

DELAWARE

7861

063H4H10

X

SHARON HILL RAILROAD STATION

ON SEPTA R2 WILMINGTON RAIL LINE

RESTORATION AND REPAIR

This project includes repairs to the masonry, walls, floor, doors, windows, and ceiling and the overhaul of the mechanical and electrical systems.

Sharon Hill Boro.

DELAWARE

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	2				
ENG	STE	7				
ROW	STE	1				
CON	LOC		16			
CON	STE		65			
Fiscal Year Total		10	81	0	0	
Total FY 1997-2000 Cost					91	

DELAWARE

7863

063L103

X

CHESTER SERVICE RD. (COLLEGE LANE RD.)

OVER PA 320, CHESTER RD. NEAR SEPTA R3

BRIDGE REHABILITATION

Swarthmore Boro.

SWARTHMO

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC		7			
CON	STA		37			
CON	STU		176			
Fiscal Year Total		0	220	0	0	
Total FY 1997-2000 Cost					220	

DELAWARE

7868

063M043A

I-95, DELAWARE EXPRESSWAY

OVER DARBY CREEK

BRIDGE REHABILITATION

This bridge rehabilitation project includes improvements to the expansion joints, backwall, and abutments.

Ridley Twp.

PADOT

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA	100				
ROW	STA	10				
CON	NHS		560			
CON	STA		140			
Fiscal Year Total		110	700	0	0	
Total FY 1997-2000 Cost					810	

DELAWARE

7869

063C206

EAGLE ROAD

OVER SEPTA AND COBBS CREEK
BRIDGE REPLACEMENT (2 BRIDGES)

The existing bridge is two lanes with a center left turn lane (except over Cobbs Creek) with 5' sidewalks on both sides and a stairway to SEPTA's Wynnewood Rd. station on the Norristown High Speed Line. The new bridge will have two 13' travel lanes, an 11' center turn lane (including the portion over Cobbs Creek), 5' sidewalks, and a stairway to the SEPTA station. A new traffic signal will be installed at the Eagle Rd./Earlington Rd. intersection. Detour route improvements include left turn lanes at the Darby Rd./Ardmore Ave. intersection and new traffic signals with a closed loop system. The construction of a new SEPTA platform and ADA accessible ramps are also part of the project.

Haverford Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA	3,200				
Fiscal Year Total		3,200	0	0	0	
Total FY 1997-2000 Cost					3,200	

DELAWARE

7870

063M053A

NORTH LYNN BOULEVARD

OVER COBBS CREEK
CULVERT REPLACEMENT

The existing bridge with two 10' lanes and 2' shoulders will be replaced in kind.

Upper Darby Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA	88				
CON	STU	350				
ENG	STA	102				
ROW	STA	61				
Fiscal Year Total		601	0	0	0	
Total FY 1997-2000 Cost					601	

DELAWARE

7871

063M025A

X

HOOK ROAD

84TH STREET TO WARWICK AVE.
RESTORATION

This project involves concrete patching and restoration, the replacement of slabs, installation of a new concrete median barrier, modernizing the traffic signals at five intersections, and widening to provide a left turn lane off of Delmar Dr.

Darby Twp., Folcroft Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA		1,400			
Fiscal Year Total		0	1,400	0	0	
Total FY 1997-2000 Cost					1,400	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7872

063L002

Project Description

Location / Narrative

Municipalities

FOLCROFT AVENUE

OVER AMTRAK
BRIDGE REPLACEMENT

The existing one lane bridge with 5' sidewalks on both sides is currently closed to traffic. The new bridge will be two lanes with 5' sidewalks on both sides and the vertical geometry will be corrected to provide better sight distance.

Folcroft Boro., Sharon Hill Boro.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC					480
CON	STA					1,920
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost						0

DELAWARE

7873

063L101

THIRD STREET BRIDGE

PENN ST. TO EDMONT AVE.
BRIDGE REHABILITATION

Rehabilitation of 1-span steel girder bridge built in 1922.

Chester City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC					83
CON	STA					332
ROW	LOC					5
ROW	STA					20
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost						0

DELAWARE

7875

063L100

X

OLD FORGE BRIDGE (#209)

OVER ROCKY RUN CREEK
BRIDGE REPLACEMENT

The existing one lane bridge will be replaced with a two lane bridge with sidewalk on one side. There will also be a minor realignment of the bridge's horizontal curve.

Middletown Twp.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LCB	152				
ENG	LOC	9				
ENG	STA	29				
ROW	LCB	8				
ROW	LOC	1				
ROW	STA	1				
CON	LCB			416		
CON	LOC			26		
CON	STA			78		
Fiscal Year Total		200	0	520	0	
Total FY 1997-2000 Cost						720

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DELAWARE

7876

063M000Z

X

Project Description

Location / Narrative

Municipalities

US 202

SMITHBRIDGE RD. TO BALTIMORE PIKE

RESTORATION

Road restoration including base repair, milling, and overlay.

Birmingham Twp., Concord Twp.

PENNDOT

Phase Fund
CON STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

2,200

0

0

0

2,200

Total FY 1997-2000 Cost

2,200

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8100

064S001N

X

Project Description

Location / Narrative

Municipalities

PA 363, TROOPER ROAD

AT EGYPT ROAD

ADD LEFT TURN LANES, MODERNIZE SIGNALS

This project involves modernizing and interconnecting the traffic signals and widening all legs of the intersection to five lanes to accommodate left turn lanes on all approaches and exclusive right turn lanes on Trooper Rd.

Lower Providence Twp., West Norriton Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	2,800				
CON	STA	700				
Fiscal Year Total		3,500	0	0	0	
Total FY 1997-2000 Cost					3,500	

MONTGOMERY

8382A

064C202

TY2005BM

US 202 (SECTION 400), GULPH RD. TO

WARNER RD. AND I-76 (see #6799)

WIDENING AND ACCESS IMPROVEMENTS

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 400 are from PA 252 to I-76. Traffic volumes in this section of US 202 exceed 80,000 AADT.

This project will increase the capacity of US 202 by widening a 2.6 mile section from four to six lanes. Interchange improvements will be made at I-76 and Warner Road, US 422, Swedesford Road, and Chesterbrook. The Warner Road and Old Eagle School Road bridges will be replaced and a new ramp will be constructed parallel to US 202 along the abandoned Chester Valley Railroad right-of-way that will connect an extended Devon Park Drive and the US 422 interchange to eastbound I-76. PennDOT has identified this as an SOV Project and has completed the required Congestion Management System (CMS) Analysis. This analysis resulted in additional projects being recommended to mitigate congestion during and after the construction of this improvement. Specific CMS projects and cost estimates are yet to be determined but could include: subsidies to SEPTA for new transit service and a localized rideshare program for Chester and Montgomery Counties.

Upper Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	LOC	3,600				
ROW	NHS	8,400				
ROW	STA	2,100				
CON	NHS		21,600			
CON	STA		5,400			
Fiscal Year Total		14,100	27,000	0	0	
Total FY 1997-2000 Cost					41,100	

MONTGOMERY

8382B

064C202A

X

US 202 (SEC. 400), US 422 RAMP TO I-76,

AND I-76 AND US 422 INTERCHANGES

INTERCHANGE IMP. & RAMP CONSTRUCTION

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 400 are from PA 252 to I-76. Traffic volumes in this section of US 202 exceed 80,000 AADT.

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

This project will increase the capacity of US 202 by widening a 2.6 mile section from four to six lanes. Interchange improvements will be made at I-76 and Warner Road, US 422, Swedesford Road, and Chesterbrook. The Warner Road and Old Eagle School Road bridges will be replaced and a new ramp will be constructed parallel to US 202 along the abandoned Chester Valley Railroad right-of-way that will connect an extended Devon Park Drive and the US 422 interchange to eastbound I-76. PennDOT has identified this as an SOV Project and has completed the required Congestion Management System (CMS) Analysis. This analysis resulted in additional projects being recommended to mitigate congestion during and after the construction of this improvement. Specific CMS projects and cost estimates are yet to be determined but could include: subsidies to SEPTA for new transit service and a localized rideshare program for Chester and Montgomery Counties.

Upper Merion Twp., Tredyffrin Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	2,600				
CON	NHS	39,000				
CON	STA	10,400				
Fiscal Year Total		52,000	0	0	0	
Total FY 1997-2000 Cost					52,000	

MONTGOMERY

8382D

064C202B

US 202 (SECTION 400)

SWEDESFORD ROAD TO GULPH ROAD

ADVANCE CONSTRUCTION

This project involves a series of improvements to be constructed in advance of the US 202 widening project, including grading, utilities, and miscellaneous traffic improvements.

Upper Merion Twp., Tredyffrin Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	1,600				
CON	STA	400				
Fiscal Year Total		2,000	0	0	0	
Total FY 1997-2000 Cost					2,000	

MONTGOMERY

8391

064M0056

X

ROUTE 113, BRIDGE ROAD

ROUTE 29 (GRAVEL PK)-RT 73 (SKIPPACK PK)

RESTORATION

Road restoration, including drainage improvements, shoulder improvements, base repair, milling, and overlay. The restored road will have 11' lanes with 4' shoulders.

Perkiomen Twp., Skippack Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	NHS	82				
ENG	STA	21				
ROW	NHS	600				
ROW	STA	150				
CON	STA		1,628			
Fiscal Year Total		853	1,628	0	0	
Total FY 1997-2000 Cost					2,481	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8408

064L072

TY2005BM

Project Description

Location / Narrative

Municipalities

DRESHER ROAD

HORSHAM ROAD (PA 463) TO PA 63 WELSH RD

WIDENING TO 48 FEET, ADD A LANE BY DIREC

The existing road width varies between two, three, and four lanes. The project consists of drainage improvements and widening the roadway to four lanes throughout, probably with 5' shoulders and a bike lane.

Horsham Twp.

HORSHAM

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC		140			
ROW	STU		210			
CON	LOC				716	
CON	STU				1,074	
Fiscal Year Total		0	350	0	1,790	
Total FY 1997-2000 Cost					2,140	

MONTGOMERY

8417

064L032

TY2005BM

ALLENDALE ROAD

WILLS BLVD. TO CROSSFIELD RD.

WIDENING AND SIGNAL IMPROVEMENTS

Widen to 4 lanes, install a traffic signal at Elliot Dr., and upgrade the traffic signal at Wills Blvd.

Upper Merion Twp.

U.MERION

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	402				
CON	STU	1,609				
Fiscal Year Total		2,011	0	0	0	
Total FY 1997-2000 Cost					2,011	

MONTGOMERY

8418

064L031

T

DRESHER ROAD

PA 63 (WELSH RD) TO NEW ROAD (SEE #8408)

WIDEN TO FOUR LANES (48 FEET)

The existing road width varies between two, three, and four lanes. The project consists of drainage improvements and widening the roadway to four lanes throughout, probably with 5' shoulders and a bike lane.

Horsham Twp.

HORSHAM

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC		30			
ROW	STU		46			
CON	LOC				342	
CON	STU				514	
Fiscal Year Total		0	76	0	856	
Total FY 1997-2000 Cost					932	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8427

064C086

X

Project Description

Location / Narrative

Municipalities

SALFORDVILLE ROAD

OVER EAST BRANCH OF PERKIOMEN CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and improve the horizontal alignment by relocating the bridge and tying it in to the Groff's Mill Rd. intersection.

Lower Salford Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	120				
ROW	STA	30				
CON	FCB			1,120		
CON	STA			280		
Fiscal Year Total		150	0	1,400	0	
Total FY 1997-2000 Cost					1,550	

MONTGOMERY

8429

064C091

X

FLINT HILL ROAD

OVER MATSUNK CREEK

BRIDGE REPLACEMENT

Replace the existing one to two lane bridge with a two lane bridge with curbs for drainage. The presence of houses close to the road prohibits the construction of standard shoulders.

Upper Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB	280				
CON	STA	70				
Fiscal Year Total		350	0	0	0	
Total FY 1997-2000 Cost					350	

MONTGOMERY

8434

064C087

X

CAMP ROAD

OVER EAST BRANCH OF PERKIOMEN CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and make a minor horizontal realignment to the S-curve.

Franconia Twp., Salford Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	SCB	280				
ENG	STA	70				
ROW	SCB	120				
ROW	STA	30				
CON	SCB		1,120			
CON	STA		280			
Fiscal Year Total		500	1,400	0	0	
Total FY 1997-2000 Cost					1,900	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8435

064C082

X

Project Description

Location / Narrative

Municipalities

MAUGERS MILL ROAD

OVER SPROGELS RUN
BRIDGE REPLACEMENT

This project consists of replacing the existing 24' wide bridge with a 32' wide bridge and realigning a small segment of the roadway. The bridge is located at the bottom of a hill on a curve.

Upper Pottsgrove Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FCB	400				
CON	STA	100				
Fiscal Year Total		500	0	0	0	
Total FY 1997-2000 Cost					500	

MONTGOMERY

8436

064C089

X

GREENWOOD AVENUE

OVER SEPTA COMMUTER RAIL MAINLINE
BRIDGE REPLACEMENT

This project involves replacing in kind the existing three lane bridge with sidewalk on one side, tying into the adjacent intersection and SEPTA driveways, and performing various station repairs.

Cheltenham Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	FCB	300				
ENG	STA	75				
ROW	FCB		520			
ROW	STA		130			
CON	FCB				2,640	
CON	STA				660	
Fiscal Year Total		375	650	0	3,300	
Total FY 1997-2000 Cost					4,325	

MONTGOMERY

8446

064C081

X

SPRING MOUNT ROAD

OVER PERKIOMEN CREEK
BRIDGE REPLACEMENT

This 18' wide bridge built in 1869 will be replaced with a 28' wide bridge with two 11' lanes and 3' shoulders.

Lower Frederick Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	SCB	60				
ROW	STA	15				
CON	SCB			1,280		
CON	STA			320		
Fiscal Year Total		75	0	1,600	0	
Total FY 1997-2000 Cost					1,675	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8449

064C093

X

Project Description

Location / Narrative

Municipalities

ANDERS ROAD

OVER TRIBUTARY OF SKIPPACK CREEK

BRIDGE REPLACEMENT

This one and a half lane bridge in Evansburg State Park is currently closed to traffic. It will be replaced with a two lane bridge with shoulders for pedestrian, bicycle, and equestrian use.

Skippack Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB		24			
ROW	STA		6			
CON	FCB				760	
CON	STA				190	
Fiscal Year Total		0	30	0	950	
Total FY 1997-2000 Cost					980	

MONTGOMERY

8451

064C090

X

CONSHOHOCKEN ROAD

OVER CONRAIL

BRIDGE REPLACEMENT

This project involves replacing the existing two lane bridge with a two lane bridge with shoulders, and drainage and guiderail improvements.

Plymouth Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB	288				
ENG	STA	72				
ROW	FCB	160				
ROW	STA	40				
CON	FCB			1,200		
CON	STA			300		
Fiscal Year Total		560	0	1,500	0	
Total FY 1997-2000 Cost					2,060	

MONTGOMERY

8475

064L076

X

CHURCH ROAD

OVER AMTRAK & SEPTA PARKESBURG RAIL LIN

BRIDGE REPLACEMENT

The existing 18' wide bridge with no shoulders will be replaced with a 24' wide bridge with two 10' lanes and 2' shoulders.

Lower Merion Twp.

L.MERION

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	100				
ENG	STA	400				
ROW	LFB	2,400				
ROW	LOC	150				
ROW	STA	450				
CON	LFB				1,884	
CON	LOC				118	
CON	STA				353	
Fiscal Year Total		3,500	0	0	2,355	
Total FY 1997-2000 Cost					5,855	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8518

064S503N

X

Project Description

Location / Narrative

Municipalities

US 30, LANCASTER AVENUE

AT HAVERFORD STATION ROAD

INTERSECTION IMPROVEMENT

Modernize the traffic signal and add a left turn lane on eastbound US 30.

Lower Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS			292		
CON	STA			73		
Fiscal Year Total		0	0	365	0	
Total FY 1997-2000 Cost					365	

MONTGOMERY

8519

064S504N

X

PA 73, CHURCH ROAD

GREENWOOD AVE. TO RICE'S MILL RD.

INTERSECTION IMPROVEMENTS

Interconnect the traffic signals and add left turn lanes on the PA 73 approaches to Greenwood Ave. and on eastbound PA 73 at Rice's Mill Rd.

Cheltenham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	NHS	200				
ENG	STA	50				
ROW	NHS	200				
ROW	STA	50				
CON	NHS			970		
CON	STA			242		
Fiscal Year Total		500	0	1,212	0	
Total FY 1997-2000 Cost					1,712	

MONTGOMERY

8525

064C085

X

BRIDGE ROAD

OVER SKIPPACK CREEK

BRIDGE REPLACEMENT

The existing two lane bridge will be replaced with a two lane bridge with shoulders.

Lower Salford Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	SCB		960			
CON	STA		240			
Fiscal Year Total		0	1,200	0	0	
Total FY 1997-2000 Cost					1,200	

MONTGOMERY

8526

064C220

X

CROOKED LANE

OVER SEPTA NORRISTOWN HIGH SPEED LINE

BRIDGE REHABILITATION

Rehabilitate the existing two lane bridge (currently closed) with sidewalks on one side.

The improved structure will have two lanes with shoulders, sidewalks on one side, and include sidewalk and stairs to the SEPTA station area.

Upper Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCE	800				

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STA	200			
Fiscal Year Total		1,000	0	0	0
Total FY 1997-2000 Cost					1,000

MONTGOMERY

8528

064L078

X

MERION AVENUE

OVER AMTRAK & SEPTA PARKESBURG RAIL LIN

BRIDGE REPLACEMENT

The existing two lane bridge with sidewalk on one side will be replaced in kind. The approaches will be raised to slightly reduce the hump.

Lower Merion Twp.

L.MERION

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LFB	240				
ENG	LOC	15				
ENG	STA	45				
ROW	LFB	1,920				
ROW	LOC	120				
ROW	STA	360				
CON	LFB				1,760	
CON	LOC				110	
CON	STA				330	
Fiscal Year Total		2,700	0	0	2,200	
Total FY 1997-2000 Cost					4,900	

MONTGOMERY

8537

064C076

TY2005AM

US 202, DEKALB PIKE (SECTION 600)

JOHNSON HIGHWAY TO PA 309 (BETHLEHEM PK)

WIDEN TO FOUR LANES

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 600 are from Johnson Highway to PA 309.

This project is currently undergoing environmental analysis. Improvement scenarios under study include widening US 202 from two to five lanes, intersection improvements at major intersections such as Skippack Pike (PA 73) and Welsh Road (PA 63), or a combination of improvements to increase the highway's capacity.

Whitpain Twp., Lower Gwynedd Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA			1,462		
ENG	SXF			5,848		
CON	STA					12,000
CON	SXF					48,000
ROW	STA					4,000
ROW	SXF					16,000
Fiscal Year Total		0	0	7,310	0	
Total FY 1997-2000 Cost					7,310	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8541

064C080
TY1996BM

Project Description

Location / Narrative

Municipalities

PA 113 RELOCATION, LEDERACH BYPASS

VICINITY OF LEDERACH VILLAGE
TWO LANE RELOCATION

Relocate PA 113 between Old Morris Rd. and Whittaker Way around the Village of Lederach. The new road will have two 11' lanes with 5' to 6' shoulders.

Lower Salford Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA					400
CON	STP					1,600
ROW	STA					20
ROW	STP					80
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

MONTGOMERY

8551

064S8302
X

MORRIS ROAD

AT NORTH WALES ROAD
INTERSECTION IMPROVEMENT

This project involves aligning the intersection of North Wales Rd. with Morris Rd., installing a traffic signal, and providing left turn lanes on all intersection approaches.

Worcester Twp., Whitpain Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA					300
CON	STP					900
ROW	STA					65
ROW	STP					195
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

MONTGOMERY

8557

064S001L
X

BETHLEHEM PIKE

AT MORRIS RD/LAFAYETTE/PENNSYLVANIA AVE.
INTERSECTION REALIGNMENT

Relocate the Lafayette Rd. intersection to south of Morris Rd. and install right and left turn lanes at the new intersection; install a right turn lane on northbound Bethlehem Pike at Pennsylvania Ave.; and close Lafayette Rd. between Bethlehem Pke and Morris Rd.

Whitemarsh Twp., Upper Dublin Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA		330			
CON	STU		1,320			
Fiscal Year Total		0	1,650	0	0	
Total FY 1997-2000 Cost					1,650	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8559

064S3800

X

Project Description

Location / Narrative

Municipalities

PA 611, EASTON ROAD

AT FITZWATERTOWN ROAD

SIGNAL IMPROVEMENTS, LEFT TURN LANES

This project consists of drainage improvements, the replacement and modernization of the traffic signal, upgrading the left turn lanes and adding right turn lanes on PA 611, and adding left turn lanes on Fitzwatertown Rd.

Upper Moreland Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	810				
CON	STA	90				
Fiscal Year Total		900	0	0	0	
Total FY 1997-2000 Cost					900	

MONTGOMERY

8563

064C088

X

BETHLEHEM PIKE

OVER SEPTA DOYLESTOWN COMMUTER RAIL LI

BRIDGE REPLACEMENT

Replace the existing two lane bridge with sidewalk on one side with a three lane bridge with sidewalk on one side and incorporate a pedestrian underpass on the south side of the SEPTA tracks.

Whitemarsh Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	640				
ROW	STA	160				
CON	FCB				2,080	
CON	STA				520	
Fiscal Year Total		800	0	0	2,600	
Total FY 1997-2000 Cost					3,400	

MONTGOMERY

8564

064C084

X

PA 663, LAYFIELD ROAD

OVER MINISTER CREEK

BRIDGE REPLACEMENT

Replace the existing two lane bridge with a two lane bridge with shoulders, adjust the vertical alignment, and tie into the pedestrian tunnel leading to the park west of the project.

New Hanover Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	400				
CON	STA	100				
ROW	FCB	24				
ROW	STA	6				
Fiscal Year Total		530	0	0	0	
Total FY 1997-2000 Cost					530	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8569

064M2038

X

Project Description

Location / Narrative

Municipalities

SECOND AVENUE

OVER MINGO RUN

BRIDGE AND CULVERT REPLACEMENT

The existing two lane bridge will be replaced with a two lane bridge with shoulders and relocated slightly to realign the curve.

Upper Providence Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		67			
ROW	STA		150			
CON	STA			158		
CON	STP			632		
Fiscal Year Total		0	217	790	0	
Total FY 1997-2000 Cost					1,007	

MONTGOMERY

8572A

064M5402

X

PA 309, FT. WASHINGTON EXPRESSWAY

GREENWOOD AVE. TO FT. WASH. INTERCHANG

RECONSTRUCTION

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway.

Cheltenham Twp., Springfield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		3,900			
ROW	STA				1,500	
Fiscal Year Total		0	3,900	0	1,500	
Total FY 1997-2000 Cost					5,400	

MONTGOMERY

8572B

064M5403

X

PA 309, FT. WASHINGTON EXPRESSWAY

OFF-ROUTE IMPROVEMENTS ASSOCIATED

WITH PA 309 RESTORATION PROJECT

This project involves upgrading the routes that will experience increased traffic during the PA 309 restoration project. Twenty-five signals will be modernized and coordinated along Church Rd., Limekiln Pike, and Bethlehem Pike. The Virginia Drive bridge will also be widened to accommodate turn lanes.

Abington Twp., Ambler Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	NHS	480				
ROW	STA	120				
CON	STA			5,000		
Fiscal Year Total		600	0	5,000	0	
Total FY 1997-2000 Cost					5,600	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8572C

064M5401

X

Project Description

Location / Narrative

Municipalities

PA 309, FT. WASHINGTON EXPRESSWAY

WELSH RD. TO FT. WASH. INTERCHANGE

RECONSTRUCTION

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway.

Lower Gwynedd Twp., Upper Dublin Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		9,326			
ROW	STA				3,000	
Fiscal Year Total		0	9,326	0	3,000	
Total FY 1997-2000 Cost					12,326	

MONTGOMERY

8576

064L079

X

SHELLY ROAD

OVER EAST BRANCH PERKIOMEN CREEK

BRIDGE REPLACEMENT

The existing 17' wide bridge is currently closed to traffic. It will be replaced with a 36' wide bridge, with two 14' lanes and shoulders (to be converted to sidewalks in the future).

Upper Salford Twp.

MONT.CTY.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	10				
ENG	STA	40				
CON	LOC		126			
CON	STA		504			
Fiscal Year Total		50	630	0	0	
Total FY 1997-2000 Cost					680	

MONTGOMERY

8586

064M012A

X

PENNSYLVANIA AVENUE

AT CAMP HILL ROAD

INTERSECTION IMPROVEMENT

Install a traffic signal and add left turn lanes on Pennsylvania Ave.

Springfield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA					250
CON	STP					1,000
ROW	STA					138
ROW	STU					552
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8590

064S004L

X

Project Description

Location / Narrative

Municipalities

NORTH PENN INTERSECTION IMPROVEMENTS

GROUP 1

- US 202 at PA 463, Horsham Rd., and PA 309 (Five Points): add right turn lane on westbound Horsham Rd.
 - PA 463, Cowpath Rd. at Orvilla Rd.: add right turn lane on southbound Orvilla Rd. and widen northbound Orvilla Rd. for left turn lane
 - Sumneytown Pike at Forty Foot Rd.: add right turn lane on southbound Forty Foot Rd.
- Hatfield Twp., Lansdale Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	150				
CON	STP	450				
Fiscal Year Total		600	0	0	0	
Total FY 1997-2000 Cost					600	

MONTGOMERY

8591

064S005L

X

NORTH PENN INTERSECTION IMPROVEMENTS

GROUP 2

- Morris Rd. at PA 363, Valley Forge Rd.: add right turn lane on northbound PA 363
 - Allentown Rd. at PA 363, Valley Forge Rd.: add right turn lane on northbound PA 363
 - Main St. at Church Rd.: add right turn lane on westbound Main St.
 - US 202, Dekalb Pike at PA 63, Welsh Rd.: add left turn lane on eastbound PA 63
- Upper Gwynedd Twp., Montgomery Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	NHS		191			
ROW	STA		63			
CON	NHS			431		
CON	STA			144		
Fiscal Year Total		0	254	575	0	
Total FY 1997-2000 Cost					829	

MONTGOMERY

8599

064M5400

X

PA 309, FT. WASHINGTON INTERCHANGE

RECONSTRUCTION

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway and lengthening the bridges carrying Conrail's Morrisville Line and the PA Turnpike Mainline bridge over PA 309.

Upper Dublin Twp., Whitmarsh Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA		6,000			
CON	STA				54,300	
Fiscal Year Total		0	6,000	0	54,300	
Total FY 1997-2000 Cost					60,300	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8601A

064C078

X

Project Description

Location / Narrative

Municipalities

OLD BETZWOOD BRIDGE

OVER SCHUYLKILL RIVER

BRIDGE REPLACEMENT

The new bridge will have two lanes with 8' shoulders on both sides and a 12' wide bicycle/pedestrian path separated from the road by barriers.

West Norriton Twp., Upper Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	1,600				
CON	STA	400				
CON	FCB		48			
CON	STA		12			
Fiscal Year Total		2,000	60	0	0	
Total FY 1997-2000 Cost					2,060	

MONTGOMERY

8601B

064S022Q

X

OLD BETZWOOD BRIDGE BIKE/PED. TRAIL(C047)

PA 23 TO PA 422/PA 363 INTERCHANGE

WIDEN REPLACEMENT BR., CONSTRUCT TRAIL

This project is being developed in conjunction with the Old Betzwood Bridge Replacement project (TIP #8601A). The new bridge over the Schuylkill River will accommodate bicycles and pedestrians with a 12' wide barrier separated path. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park.

Upper Merion Twp., West Norriton Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	144				
ENG	STA	36				
ROW	CAQ		16			
ROW	STA		4			
CON	CAQ			640		
CON	STA			160		
Fiscal Year Total		180	20	800	0	
Total FY 1997-2000 Cost					1,000	

MONTGOMERY

8609

064M003A

X

US 202, DEKALB PIKE

DANNEHOWER BRIDGE TO GULPH ROAD

RESTORATION

This road restoration project involves drainage improvements, concrete rehabilitation, base repair and overlay.

Upper Merion Twp., Bridgeport Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		332			
CON	NHS					1,146
CON	STA					286
Fiscal Year Total		0	332	0	0	
Total FY 1997-2000 Cost					332	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8610

064S204C

TY2005BO

Project Description

Location / Narrative

Municipalities

PA 309, BETHLEHEM PIKE

PA 463 (5 POINTS) TO NORTH WALES RD.

CORRIDOR IMPROVEMENT

Widen to accommodate a center left turn lane.

Montgomery Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	75				
ENG	STA	19				
ROW	CAQ		305			
ROW	STA		76			
CON	CAQ			304		
CON	STA			76		
Fiscal Year Total		94	381	380	0	
Total FY 1997-2000 Cost					855	

MONTGOMERY

8611

064S205C

TY2005BO

PA 309, BETHLEHEM PIKE

SELLERSVILLE BYPASS TO PA 463

CORRIDOR IMPROVEMENT

Widen to accommodate a center left turn lane.

Hilltown Twp., Hatfield Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA				820	
CON	STP				3,280	
Fiscal Year Total		0	0	0	4,100	
Total FY 1997-2000 Cost					4,100	

MONTGOMERY

8617

064S224M

TY2005BO

GERMANTOWN PIKE

SANDY HILL ROAD TO LAUNFALL ROAD

SIGNAL IMPROVEMENT & LEFT TURN LANES

This project involves interconnecting the traffic signals and widening to provide a left turn lane on westbound Germantown Pike at Sandy Hill Rd., a right turn lane on westbound Germantown Pike at Walton Rd., and dual left turn lanes on southbound Walton Rd.

Plymouth Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA		40			
ROW	STU		161			
CON	STA				116	
CON	STU				464	
Fiscal Year Total		0	201	0	580	
Total FY 1997-2000 Cost					781	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8619

064M000Z

X

Project Description

Location / Narrative

Municipalities

PA 29, GRAVEL PIKE

PA 73 (SKIPPACK PK) TO PA 113(BRIDGE RD)

RESTORATION

Road restoration, including drainage improvements, resurfacing, line painting, and signing. The restored road will have two 11' lanes with 4' to 5' shoulders, curbing in certain locations, and left turn lanes at School House Lane.

Perkiomen Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	1,200				
CON	STA		1,800			
Fiscal Year Total		1,200	1,800	0	0	
Total FY 1997-2000 Cost					3,000	

MONTGOMERY

8623

064L814A

X

EASTON ROAD

GLENSIDE RD TO PA 611 (OLD YORK RD)

RECONSTRUCTION, SIGNAL/DRAINAGE IMPROV

This project consists of road reconstruction, including milling, drainage, and overlay; parking improvements; signal modernization; crosswalk improvements; and the installation of decorative pavement. The travel lanes will also be narrowed in order to slow the speed of traffic and improve safety.

Abington Twp., Upper Moreland Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	320				
CON	STU	1,280				
Fiscal Year Total		1,600	0	0	0	
Total FY 1997-2000 Cost					1,600	

MONTGOMERY

8624

064L821

X

RIDGE PIKE

BUTLER PIKE TO PHILADELPHIA LINE

RECONSTRUCTION

This project involves reconstructing the road, upgrading the traffic signals, and adding turn lanes where needed.

Whitemarsh Twp., Springfield Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	100				400
CON	STA					1,600
CON	STU					4
ROW	STA					16
ROW	STU					
Fiscal Year Total		100	0	0	0	
Total FY 1997-2000 Cost					100	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8625

064L832

X

Project Description

Location / Narrative

Municipalities

TRAFFIC SIGNAL IMPROVEMENT PROGRAM

PHASE II

COUNTY-WIDE

Phase 2 of the Traffic Signal Improvement Program involves upgrading approximately 29 traffic signals in 15 municipalities.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC		2,000			
CON	STP		1,000			
Fiscal Year Total		0	3,000	0	0	
Total FY 1997-2000 Cost					3,000	

MONTGOMERY

8626

064L823

X

GERMANTOWN PIKE

AT MT. KIRK AVE./CHURCH RD./PA 363

INTERSECTION IMPROVEMENTS

This project involves providing left turn lanes on Germantown Pike at Mt. Kirk Ave., at Church Rd., and on the approaches to PA 363.

Lower Providence Twp., Worcester Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA					400
CON	STU					1,600
ROW	STA					10
ROW	STU					40
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

MONTGOMERY

8628

064L825

X

GERMANTOWN PIKE

AT NORTH WALES RD. & NORRITON SQUARE

INTERSECTION IMPROVEMENT

This project consists of traffic signal modernization and the installation of left turn lanes on Germantown Pike.

Plymouth Twp., East Norriton

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA					400
CON	STU					1,600
ROW	STA					20
ROW	STU					80
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

MONTGOMERY

8633

064L828

TY2005BM

SUMNEYTOWN PIKE

S. BROAD ST. TO WEST POINT PIKE

INTERSECTION IMPROVEMENT, WIDENING

This project involves relocating Allentown Rd. westerly to a new intersection with Sumneytown Pike and the main entrance to Merck; widening Sumneytown Pike to 4 or 5 lanes; and replacing the Conrail overpass to accommodate the widening. This improvement is a partnership project with Merck.

Upper Gwynedd Twp.

U.GWYNED

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ROW	LOC			40		
ROW	STU			160		
CON	LOC					1,200
CON	STU					4,800
Fiscal Year Total		0	0	200	0	
Total FY 1997-2000 Cost					200	

MONTGOMERY

8657

064S006L

X

PA 73 (BIG RD.)

AT SWAMP PIKE AND GILBERTSVILLE RD.

INTERSECTION IMPROVEMENT

This project consists of signalizing the intersection, adding left turn lanes on PA 73 at Gilbertsville Rd., and aligning the Gilbertsville Rd./Swamp Pike intersection.

Douglass Twp.

MONT.

Current Program Schedule and Cost Summary						
Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	LOC	150				
CON	STA					400
CON	STU					1,600
ROW	STA					20
ROW	STU					80
Fiscal Year Total		150	0	0	0	
Total FY 1997-2000 Cost					150	

MONTGOMERY

8660

064S4101

X

PA 363, TROOPER ROAD

AT US 422 OFF RAMP

SIGNALIZATION & RAMP MODIFICATION

Widen the US 422 westbound off ramp at PA 363 and install a traffic signal.

Lower Providence Twp., West Norriton Twp.

PADOT

Current Program Schedule and Cost Summary						
Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA		12			
ENG	STU		48			
ROW	STA		10			
ROW	STU		40			
CON	STA			60		
CON	STU			240		
Fiscal Year Total		0	110	300	0	
Total FY 1997-2000 Cost					410	

MONTGOMERY

8661

064S4100

X

PA 23 AT OLD BETZWOOD BRIDGE

INTERSECTION IMPROVEMENTS

Install a traffic signal at the intersection of Trooper Rd. and PA 23, add a left turn lane on eastbound Trooper Rd. at PA 23, upgrade the traffic signal at PA 23 and Outer Line Dr., and add a left turn lane on eastbound PA 23 at Outer Line Dr.

Upper Merion Twp.

PADOT

Current Program Schedule and Cost Summary						
Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
CON	STA	100				
CON	STP	400				
Fiscal Year Total		500	0	0	0	
Total FY 1997-2000 Cost					500	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8670

064L094

X

Project Description

Location / Narrative

Municipalities

FRUITVILLE ROAD

OVER PERKIOMEN CREEK

BRIDGE REPLACEMENT (#232)

The existing bridge will be maintained by Upper Hanover Township for recreational use.

The new bridge will be constructed on a different alignment (location to be determined)

and will have two lanes with shoulders.

Upper Hanover Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB		400			
ENG	LOC		25			
ENG	STA		75			
Fiscal Year Total		0	500	0	0	
Total FY 1997-2000 Cost					500	

MONTGOMERY

8671A

064L096

X

KNIGHT ROAD

OVER GREEN LANE RESERVOIR

BRIDGE REPLACEMENT (#238)

The existing bridge is 20' wide, with two lanes, no shoulders, and a 3' wide sidewalk on

one side. It will be replaced with a two lane, 24' wide bridge, with a 10' wide

pedestrian/bicycle/equestrian trail with 8' wide lookouts/balconies for fishing.

Upper Hanover Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LCB	1,760				
CON	LOC	702				
CON	STA	330				
ROW	LCB	24				
ROW	LOC	1				
ROW	STA	5				
Fiscal Year Total		2,822	0	0	0	
Total FY 1997-2000 Cost					2,822	

MONTGOMERY

8671B

064H7N01

X

KNIGHT ROAD BRIDGE MULTI-USE TRAIL

CONNECTING TWO EXISTING TRAILS IN

GREEN LANE RESERVOIR PARK

Construct a 10' wide pedestrian/equestrian/bicycle trail along the causeway, connecting

two existing trails in Green Lane Reservoir Park.

Upper Hanover Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	165				
CON	STE	660				
Fiscal Year Total		825	0	0	0	
Total FY 1997-2000 Cost					825	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8672

064L092

X

Project Description

Location / Narrative

Municipalities

ARCOLA ROAD

OVER PERKIOMEN CREEK

BRIDGE REPLACEMENT (#155)

The existing bridge is 26' wide with sidewalk on the south side. The new bridge will be two lanes, width to be determined, with sidewalk on at least one side.

Lower Providence Twp., Upper Providence Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB		200			
ENG	LOC		13			
ENG	STA		37			
Fiscal Year Total		0	250	0	0	
Total FY 1997-2000 Cost					250	

MONTGOMERY

8675

064L104

X

PENNSYLVANIA AVENUE

OVER SEPTA R5-DOYLESTOWN LINE

BRIDGE REPLACEMENT

The existing bridge was originally two lanes, but was reduced to one lane due to deteriorated sidewalks. Part of the roadway has been separated with "jersey barriers" and is currently serving as the sidewalk. The new bridge will have two lanes with sidewalk on one side.

North Wales Boro.

N.WALES

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	LCB		400			
ROW	LOC		25			
ROW	STA		75			
CON	LCB					1,440
CON	LOC					90
CON	STA					270
Fiscal Year Total		0	500	0	0	
Total FY 1997-2000 Cost					500	

MONTGOMERY

8677

064M4002

X

I-76, SCHUYLKILL EXPRESSWAY

I-476 TO BELMONT AVE

PREVENTIVE MAINTENANCE

Road restoration, including milling, resurfacing, restoration of the concrete barriers, and drainage system maintenance.

Lower Merion Twp., West Conshohocken Boro.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	I4R	7,200				
CON	STA	800				
ENG	I4R	294				
ENG	STA	33				
Fiscal Year Total		8,327	0	0	0	
Total FY 1997-2000 Cost					8,327	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8678

064M4001

X

Project Description

Location / Narrative

Municipalities

I-76, SCHUYLKILL EXPRESSWAY

BELMONT AVENUE TO US 1 (CITY AVE.)

PREVENTIVE MAINTENANCE

Road restoration, including milling, resurfacing, restoration of the concrete barriers, and drainage system maintenance.

Lower Merion Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	I4R	3,600				
CON	STA	400				
ENG	I4R	258				
ENG	STA	29				
Fiscal Year Total		4,287	0	0	0	
Total FY 1997-2000 Cost					4,287	

MONTGOMERY

8682

064L099

X

HIMMELWRIGHT ROAD

OVER BRANCH OF PERKIOMEN CREEK

BRIDGE REPLACEMENT (#92)

Replacement of the existing 17' wide bridge with a 28' wide bridge with two lanes and shoulders.

Douglass Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	27				
ROW	LCB	8				
ROW	LOC	1				
ROW	STA	1				
CON	LCB					258
CON	LOC					16
CON	STA					48
Fiscal Year Total		37	0	0	0	
Total FY 1997-2000 Cost					37	

MONTGOMERY

8683

064L088

X

FRETZ ROAD

OVER BRANCH OF PERKIOMEN CREEK

BRIDGE REPLACEMENT

The existing bridge is currently closed to traffic. The scope of this project has not yet been determined.

Franconia Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB	104				
ENG	LOC	26				
ROW	LCB	12				
ROW	LOC	1				
ROW	STA	2				
CON	LCB					723
CON	LOC					45
CON	STA					136
Fiscal Year Total		145	0	0	0	
Total FY 1997-2000 Cost					145	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8684

064L087

X

Project Description

Location / Narrative

Municipalities

COLONIAL ROAD

OVER SWAMP CREEK

BRIDGE REPLACEMENT (#106)

The existing 16' wide bridge currently has a 3 ton weight restriction. The new bridge will be 24' wide, with two lanes and minimal shoulders.

Upper Frederick Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB		56			
ENG	LOC		4			
ENG	STA		10			
Fiscal Year Total		0	70	0	0	
Total FY 1997-2000 Cost					70	

MONTGOMERY

8685

064L086

X

SWAMP CREEK ROAD

OVER SWAMP CREEK

BRIDGE REPLACEMENT (#107)

The existing 20' wide bridge will be replaced with a 24' to 32' wide bridge, with two lanes, shoulders, and sidewalk on at least one side.

Douglass Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	40				
ROW	LCB	8				
ROW	LOC	1				
ROW	STA	1				
CON	LCB		394			
CON	LOC		25			
CON	STA		74			
Fiscal Year Total		50	493	0	0	
Total FY 1997-2000 Cost					543	

MONTGOMERY

8686

064L101

X

CEDAR HILL ROAD

OVER PARK CREEK

BRIDGE REPLACEMENT (#120)

This project involves replacing the existing one lane, 15' wide bridge with a 32' wide bridge and improving its horizontal alignment.

Horsham Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		86			
CON	LCB					392
CON	LOC					24
CON	STA					74
ROW	LCB					8
ROW	LOC					1
ROW	STA					1
Fiscal Year Total		0	86	0	0	
Total FY 1997-2000 Cost					86	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8687

064L097

X

Project Description

Location / Narrative

Municipalities

ROBERTS ROAD

OVER SKIPPACK CREEK

BRIDGE REPLACEMENT (#145)

The existing 11' wide bridge will be replaced with a minimum 24' wide bridge, with no shoulders or sidewalks.

Lower Salford Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB		56			
ENG	LOC		4			
ENG	STA		10			
Fiscal Year Total		0	70	0	0	
Total FY 1997-2000 Cost					70	

MONTGOMERY

8688

064L098

X

HEDRICK ROAD

OVER TOWAMENCIN CREEK

BRIDGE REPLACEMENT (#217)

The existing 20' wide bridge is currently closed to traffic. The new bridge will be at least 24' wide, with two lanes and shoulders.

Towamencin Twp.

MONT.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	41				
ROW	LCB	8				
ROW	LOC	1				
ROW	STA	1				
CON	LCB					420
CON	LOC					26
CON	STA					79
Fiscal Year Total		51	0	0	0	
Total FY 1997-2000 Cost					51	

MONTGOMERY

8690

064L004

X

GLENSIDE AVENUE

OVER TACONY CREEK

BRIDGE REPLACEMENT

Replace the existing 20' wide bridge with a 24' wide bridge with sidewalk on one side.

Cheltenham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	15				
ENG	STA	60				
ROW	LCB	8				
ROW	LOC	1				
ROW	STA	1				
CON	LCB		240			
CON	LOC		15			
CON	STA		45			
Fiscal Year Total		85	300	0	0	
Total FY 1997-2000 Cost					385	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8691

064C001P

X

PADOT

Project Description

Location / Narrative

Municipalities

PA 100, POTTSTOWN BYPASS

OVER SCHUYLKILL RIVER

BRIDGE PAINTING

Pottstown Boro., North Coventry Twp.

Phase	Fund
CON	FCB
CON	STA

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	820			
	205			
Fiscal Year Total	1,025	0	0	0
Total FY 1997-2000 Cost				1,025

Later FYs

MONTGOMERY

8695

064L107

X

L.MERION

RIVER ROAD

OVER MILL CREEK

BRIDGE REPLACEMENT

The existing two lane bridge with shoulders will be replaced with a two lane bridge with shoulders and possibly sidewalks to connect to the adjacent park.

Lower Merion Twp.

Phase	Fund
ENG	LCB
ENG	LOC
ENG	STA
ROW	LCB
ROW	LOC
ROW	STA
CON	LCB
CON	LOC
CON	STA

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	80			
	5			
	15			
	16			
	1			
	3			
			400	
			25	
			75	
Fiscal Year Total	120	0	500	0
Total FY 1997-2000 Cost				620

Later FYs

MONTGOMERY

8697

064S302D

TN2005AO

U.MERION

SOUTH GULPH RD. PARK AND RIDE LOT

AT US ROUTE 202

This project consists of the construction of a 100 space park and ride lot which will serve SEPTA Bus Route 125.

Upper Merion Twp.

Phase	Fund
ENG	CAQ
ENG	LOC
ROW	CAQ
ROW	LOC
CON	CAQ
CON	LOC

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
		64		
		16		
		264		
		66		
			268	
			67	
Fiscal Year Total	0	410	335	0
Total FY 1997-2000 Cost				745

Later FYs

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8698

064S024Q

TY1996AO

Project Description

Location / Narrative

Municipalities

NATURAL GAS VEHICLE PROJECT (C012)

LOWER MERION TOWNSHIP

FUELING STATION AND VEHICLE CONVERSIONS

This project would fund the incremental cost of converting or purchasing 72 alternative fueled vehicles and the construction of a fueling station.

Lower Merion Twp.

L. MERION

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	264				
ENG	LOC	66				
ROW	CAQ		80			
ROW	LOC		20			
CON	CAQ			272		
CON	LOC			68		
Fiscal Year Total		330	100	340	0	
Total FY 1997-2000 Cost					770	

MONTGOMERY

8699

064S009Q

TY2005AO

MAIN, MARKLEY, AND DEKALB STREETS (C031)

FOREST-FORD, MAIN-JOHNSON, LAFAYETTE-

JOHNSON SIGNAL COORDINATION & INTERCON

This project will coordinate and interconnect the traffic signals on Main, Markley, and Dekalb streets with various local streets in the Borough of Norristown. The design of this system will be included with the final design for the US-202 Markley St.

Reconstruction project (US-202, Section 500).

Norristown Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ		120			
ENG	STA		30			
CON	CAQ			480		
CON	STA			120		
Fiscal Year Total		0	150	600	0	
Total FY 1997-2000 Cost					750	

MONTGOMERY

8700

064S031Q

X

PLYMOUTH TRAIL (C035)

SCHUYLKILL TRAIL IN CONSH. TO FT. WASH.

MULTIPURPOSE TRAIL DEVELOPMENT

This project involves the acquisition and development for a nine mile paved commuter and multipurpose recreational trail from the Schuylkill Trail in Conshohocken to the Ft. Washington Office Center. The trail will be linked to the Ft. Washington train station and to other potential bicycle commuter destinations, particularly to businesses at office and industrial parks along the route. This project is part of a larger effort to provide a cross-county trail from Chester County to Bucks County.

Plymouth Twp., Whitmarsh Twp.

MONT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		720			
CON	LOC		180			
Fiscal Year Total		0	900	0	0	
Total FY 1997-2000 Cost					900	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8701

064S030Q

X

Project Description

Location / Narrative

Municipalities

CHESTER VALLEY TRAIL EXTENSION (C036)

COUNTY LINE RD. TO HUGHES PARK STATION

TRAIL DEVELOPMENT AND ENHANCEMENTS

This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project includes the development of a 3.5 mile extension of the paved trail, connecting to the Hughes Park train station along the Norristown High Speed Line in Upper Merion Township. Bike lockers at the train station and on South Gulph Rd. near the King of Prussia shopping malls will also be provided. This project is part of a larger effort to provide a cross-county trail from Chester County to Bucks County.

Upper Merion Twp.

MONT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	CAQ			1,204		
CON	LOC			301		
Fiscal Year Total		0	0	1,505	0	
Total FY 1997-2000 Cost					1,505	

MONTGOMERY

8702

064S014Q

TY2005AO

US 30 LANCASTER PIKE (C051)

US 1 CITY AVE. TO COUNTY LINE RD.

CLOSED LOOP SIGNAL SYSTEM

This project involves installing a closed-loop traffic signal system along US 30 from City Ave. to County Line Rd. The project covers a distance of about 4 miles and includes about 30 traffic signals.

Lower Merion Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	CAQ	112				
ENG	STA	28				
ROW	CAQ	48				
ROW	STA	12				
CON	CAQ		400			
CON	STA		100			
Fiscal Year Total		200	500	0	0	
Total FY 1997-2000 Cost					700	

MONTGOMERY

8703

064H4N07

X

SCHUYLKILL TRAIL

VALLEY FORGE PARK TO PA 29

MULTI-PURPOSE TRAIL

This project involves the construction of a 6.5 mile principal trail and two auxiliary trails, one 1.5 miles long and the other .6 miles long. Also included is the construction of two trailhead parking areas and the installation of bicycle racks or lockers at three locations.

The principal trail extends from the Betzwood Picnic Area at the Valley Forge Park in West Norriton Township to Route 29 at the village of Mont Clare in Upper Providence Township. Most of the principal trail (3.8 miles) will be a 10' wide paved surface, 1.7 miles will be a 10' wide crushed stone surface, while the remainder will share the right-of-way with a low volume road. A one acre trailhead parking area with at least 25 parking spaces, bicycle racks, park benches, and picnic tables will be constructed at Brower Avenue. A similar facility will be built near Longford Rd. Bicycle racks will be installed near where the trail ends at Route 29.

One auxiliary trail will intersect the principal trail and connect eastward to the Audubon Wildlife Sanctuary and westward to the Walnut Hill area of Valley Forge Park. This 1.5

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

mile route will be a 10' wide paved path parallel to, but separate from, Pawlings Rd. Bicycle racks or lockers will be installed at the Wildlife Sanctuary. The Walnut Hill area is proposed as the third site for a one acre trailhead parking facility. The second auxiliary trail will provide a link to the Lower Perkiomen Valley Park. It will also be a 10' wide paved path. Bicycle racks will be installed at the trail's juncture with the county park.

Lower Providence Twp., Upper Providence Twp.

MONT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC	23				
ROW	STE	90				
CON	LOC		67			
CON	STE		270			
Fiscal Year Total		113	337	0	0	
		Total FY 1997-2000 Cost				450

MONTGOMERY

8704

064H4H01

X

WILHOUR COVERED BRIDGE

1/2 MILE WEST OF MAIN ST./FIRST AVE.

RESTORATION

Restore and rebuild the bridge (in Waterworks Park) for pedestrian use.

Trappe Boro.

MONT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	2				
ENG	STE	7				
ROW	STE	2				
CON	LOC		16			
CON	STE		63			
Fiscal Year Total		11	79	0	0	
		Total FY 1997-2000 Cost				90

MONTGOMERY

8711

064L108

X

BOWERS MILL ROAD

OVER WEST BRANCH OF PERKIOMEN CREEK

BRIDGE REPLACEMENT

The existing 20' wide bridge will be replaced with a 24' wide bridge, possibly with sidewalks on one side.

Upper Hanover Twp.

U.HANOVER

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LCB	64				
ENG	LOC	4				
ENG	STA	12				
ROW	LCB	20				
ROW	LOC	1				
ROW	STA	4				
CON	LCB					332
CON	LOC					21
CON	STA					62
Fiscal Year Total		105	0	0	0	
		Total FY 1997-2000 Cost				105

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8712

064M0026

Project Description

Location / Narrative

Municipalities

PA 73

HASBROOK AVE. TO OLD YORK RD., PA 611
RESTORATION, SIGNAL & INT. IMPROVEMENTS

Road restoration, including curb improvements, drainage improvements, base repair, milling, overlay, signal modernization, and isolated turn lanes.

Abington Twp., Cheltenham Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	NHS	2,800				
CON	STA	700				
Fiscal Year Total		3,500	0	0	0	
Total FY 1997-2000 Cost					3,500	

MONTGOMERY

8713

064M005A

PA 113

RIDGE PIKE TO PA 29
RESTORATION

Road restoration, including drainage improvements, shoulder improvements, base repair, milling, and overlay. The restored road will have 11' lanes with 4' shoulders and curbs in certain locations.

Perkiomen Twp., Trappe Boro.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	100				
ROW	STA	500				
CON	STA		300			
CON	STP		1,200			
Fiscal Year Total		600	1,500	0	0	
Total FY 1997-2000 Cost					2,100	

MONTGOMERY

8714

064M015A

US 320

UPPER GULPH ROAD TO ARDEN ROAD
RESTORATION

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail. The "hanging rock" issue has not yet been resolved.

Lower Merion Twp., Upper Merion Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		75			
ROW	STA		100			
CON	STA			260		
CON	STP			1,040		
Fiscal Year Total		0	175	1,300	0	
Total FY 1997-2000 Cost					1,475	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8715

064M063A

Project Description

Location / Narrative

Municipalities

PHILMONT AVENUE

OVER HUNTINGTON VALLEY CREEK

CULVERT REPLACEMENT

This project involves the replacement of the box culvert. The roadway characteristics will remain the same.

Lower Moreland Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		60			
ROW	STA		40			
CON	FCB			320		
CON	STA			80		
Fiscal Year Total		0	100	400	0	
Total FY 1997-2000 Cost					500	

MONTGOMERY

8716

064M073A

CHURCH ROAD

OVER SCHOOLHOUSE RUN

BRIDGE REPLACEMENT

The existing bridge has two 11' lanes and no shoulders. The new structure will have two 11' lanes with 4' shoulders.

Upper Providence Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	400				
Fiscal Year Total		400	0	0	0	
Total FY 1997-2000 Cost					400	

MONTGOMERY

8717

064C011

GERLOFF ROAD

OVER SWAMP CREEK

BRIDGE REHABILITATION

This one lane historic iron bridge has been closed to traffic since 1972. The width will remain the same.

Lower Frederick Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	900				
Fiscal Year Total		900	0	0	0	
Total FY 1997-2000 Cost					900	

MONTGOMERY

8718

064L074

ALLENDALE ROAD BRIDGE

OVER PA TURNPIKE

CONSTRUCTION OF A PARALLEL BRIDGE

The existing Allendale Rd. bridge over the PA Turnpike has two lanes with no shoulders or sidewalks. This project involves constructing a parallel two lane bridge with shoulders to the east of the existing bridge and a separate pedestrian bridge to the west. When the project is complete, the existing bridge will carry southbound traffic, while the new bridge will carry northbound traffic, for a total of four travel lanes. This project is being constructed in conjunction with the Allendale Rd. Widening Project and the redecking of the existing PA Turnpike bridge.

Upper Merion Twp.

U.MERION

Current Program Schedule and Cost Summary

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description					
PMS #	Location / Narrative					
Air Quality Code	Municipalities					
Sponsor						
	Phase	Fund	FY97	FY98	FY99	FY00
	CON	LOC		480		
	CON	STA		1,919		
		Fiscal Year Total	0	2,399	0	0
				Total FY 1997-2000 Cost		2,399

MONTGOMERY

8719	MORRIS ROAD					
064L023	OVER SKIPPACK CREEK					
	BRIDGE REPLACEMENT					
	The existing 22' wide bridge will be replaced with a 38' wide bridge with two lanes and shoulders.					
	Lower Salford Twp.					
L.SALFORD						
	Phase	Fund	FY97	FY98	FY99	FY00
	CON	LOC		68		
	CON	STA		271		
		Fiscal Year Total	0	339	0	0
				Total FY 1997-2000 Cost		339

MONTGOMERY

8720	DELAWARE AVENUE BRIDGE					
064L073	NEAR VIRGINIA AVE.					
	BRIDGE REPLACEMENT					
	The existing bridge is 24' wide with sidewalk on one side. The new bridge, probably on a new alignment, will be 24' wide, with shoulders, curbs, and a 4' wide sidewalk on one side.					
	Upper Dublin Twp.					
U.DUBLIN						
	Phase	Fund	FY97	FY98	FY99	FY00
	CON	LOC				
	CON	STA				
		Fiscal Year Total	0	0	0	0
				Total FY 1997-2000 Cost		0

MONTGOMERY

8721	SANATOGA STATION ROAD					
064L090	OVER SPROGELS RUN					
	BRIDGE REPLACEMENT					
	Replace the existing one and a half lane, 15' wide bridge with a two lane bridge on the same alignment.					
	Lower Pottsgrove Twp.					
L.POTTSGR						
	Phase	Fund	FY97	FY98	FY99	FY00
	ENG	LOC		50		
	ROW	LCB		40		
	ROW	LOC		2		
	ROW	STA		8		
	CON	LCB				
	CON	LOC				
	CON	STA				
		Fiscal Year Total	0	100	0	0
				Total FY 1997-2000 Cost		100

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8722

064L075

Project Description

Location / Narrative

Municipalities

CHERRY LANE

OVER SEPTA NEAR FRONT ST.
BRIDGE SUPERSTRUCTURE REPLACEMENT

This project involves replacing the bridge superstructure. The existing width will remain the same, with two lanes, shoulders and sidewalks.

Souderton Boro.

FRANCONIA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LOC	64				
CON	STA	256				
Fiscal Year Total		320	0	0	0	
Total FY 1997-2000 Cost					320	

MONTGOMERY

8723

064L081

NORTH WALES ROAD

OVER STONEY CREEK, NORTH OF YOST ROAD
BRIDGE REPLACEMENT

This project involves replacing the culvert to alleviate a flooding problem. The existing 30' wide bridge will be widened to 40' with sidewalk on the west side.

Whitpain Twp.

WHITPAIN

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	8				
ENG	STA	33				
CON	LOC		34			
CON	STA		135			
Fiscal Year Total		41	169	0	0	
Total FY 1997-2000 Cost					210	

MONTGOMERY

8724

064L085

LINE LEXINGTON ROAD

OVER NESHAMINY CREEK
BRIDGE REPLACEMENT

The existing two lane bridge is 20' with no shoulders. The new structure will have two 12' lanes with 4' shoulders.

Hatfield Twp.

HATFLDTW

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	LCB	224				
CON	LOC	14				
CON	STA	42				
Fiscal Year Total		280	0	0	0	
Total FY 1997-2000 Cost					280	

MONTGOMERY

8725

064L083

MCLEAN STATION ROAD

OVER MACOBY CREEK
BRIDGE REPLACEMENT

The existing 15' wide bridge, located in a golf course, is currently closed to traffic. It will be replaced with a two lane bridge (width to be determined), with a golf cart path, sidewalk, and a trail type shoulder.

Marlboro Twp.

MONT.CTY.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ENG	LOC	50			
CON	LOC		115		
CON	STA		460		
Fiscal Year Total		50	575	0	0
Total FY 1997-2000 Cost					625

MONTGOMERY

8726

064L080

METZ ROAD

OVER TOWAMENCIN CREEK

BRIDGE REPLACEMENT

The existing two lane, 20' wide bridge will be replaced with a 33' wide bridge with two lanes and shoulders.

Towamencin Twp.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	9				
ENG	STA	43				
ROW	LOC	3				
ROW	STA	9				
CON	LOC			69		
CON	STA			276		
Fiscal Year Total		64	0	345	0	
Total FY 1997-2000 Cost						409

MONTGOMERY

8727

064L093

BELVOIR ROAD

OVER SAW MILL RUN

BRIDGE REPLACEMENT

The existing two lane bridge with sidewalk on one side will be replaced in kind.

Plymouth Twp.

PLYMOUTH

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		10			
ENG	STA		40			
ROW	LOC		4			
ROW	STA		16			
CON	LOC			80		
CON	STA			320		
Fiscal Year Total		0	70	400	0	
Total FY 1997-2000 Cost						470

MONTGOMERY

8728

064L105

VALLEY GREEN ROAD

OVER CONRAIL

BRIDGE REMOVAL

The existing bridge over the abandoned Conrail line will be removed and backfill will be added to support the roadway.

Whitemarsh Twp.

WHITEMAR

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC			40		
CON	STA			160		
Fiscal Year Total		0	0	200	0	
Total FY 1997-2000 Cost						200

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

MONTGOMERY

8729

064C203

Project Description

Location / Narrative

Municipalities

US 202 (SECTION 700), PA 63 TO

BRISTOL RD (CONST. FROM PA 63 TO PA 309)

FOUR LANE DIVIDED RELOCATION

US 202 stretches from Wilmington, Delaware to Bangor, Maine. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into eight sections. The limits of Section 700 are from PA 63, Welsh Road to the Doylestown Bypass (US 202/PA 611 Bypass).

This segment of US 202 is currently undergoing environmental analysis and preliminary engineering. Among the alternative improvement scenarios under study are a four-lane divided highway on a new alignment, widening of Upper State Rd., or a combination of a partial widening of an existing road connecting into a new alignment in the northern portion of the project limits.

Montgomery Twp.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	NHS	5,600				
ROW	STA	1,400				
CON	NHS		16,000			
CON	STA		4,000			
Fiscal Year Total		7,000	20,000	0	0	
Total FY 1997-2000 Cost					27,000	

MONTGOMERY

8730

064C094

PA 463, HORSHAM ROAD

PA 611, EASTON ROAD TO KEITH VALLEY RD.

WIDENING

This project involves widening the existing two lane road (one lane in each direction) to four lanes (two lanes in each direction) with a fifth lane for left turns at intersections, and widening the shoulders to accommodate bicycles.

Horsham Twp.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LOC	200				
CON	STA		830			
CON	STU		3,320			
Fiscal Year Total		200	4,150	0	0	
Total FY 1997-2000 Cost					4,350	

MONTGOMERY

8731

064S599S

PA 23, RIVER ROAD

AT BALLIGOMINGO ROAD

INTERSECTION IMPROVEMENT

This project involves relocating Balligomingo Rd. westerly, raising PA 23 to meet the relocated road, and installing a traffic signal and left turn lane on westbound PA 23. This improvement is a partnership project with Oliver, Tyrone, Pulver Inc. in the West Conshohocken Enterprise Zone.

West Conshohocken Boro.

PENNDOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA		24			
ROW	STU		96			
CON	STA				400	
CON	STU				1,600	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	120	0	2,000
Total FY 1997-2000 Cost				2,120

MONTGOMERY

8732

064L109

X

PENNSWOOD ROAD

OVER AMTRAK

BRIDGE REPLACEMENT

The existing two lane bridge with sidewalk on one side will be replaced with a two lane bridge, width to be determined, with sidewalk on one side.

Lower Merion Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LCB	360				
ENG	LOC	22				
ENG	STA	68				
ROW	LCB				720	
ROW	LOC				45	
ROW	STA				135	
CON	LCB					3,200
CON	LOC					200
CON	STA					600
Fiscal Year Total		450	0	0	900	
Total FY 1997-2000 Cost					1,350	

MONTGOMERY

8733

064C095

X

SWAMP CREEK ROAD

OVER UNAMI CREEK

BRIDGE REHABILITATION

The existing one lane bridge will be replaced with a two lane bridge. It is located in a historic district. Effort will be made to retain the stone arch.

Marlboro Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB			80		
ENG	STA			20		
CON	FCB				400	
CON	STA				100	
ROW	FCB				24	
ROW	STA				6	
Fiscal Year Total		0	0	100	530	
Total FY 1997-2000 Cost					630	

MONTGOMERY

8734

064695605

X

SOUTH GULPH ROAD

UNDER CONRAIL

BRIDGE REPLACEMENT

Widen South Gulph Rd. to five lanes in conjunction with the US 202, section 400 project and replace the Conrail overpass to accommodate the widening.

Upper Merion Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	94				
ENG	STA	374				
ROW	LOC		66			
ROW	STA		266			
CON	LOC					740
CON	STA					2,960

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	468	332	0	0
Total FY 1997-2000 Cost				800

MONTGOMERY

8735

I-476

064M500Z
X

I-76 TO CHEMICAL ROAD
PAVEMENT LIFE EXTENSION

This preventive maintenance project includes concrete rehabilitation, sinkhole repair, and overlay.

Plymouth Twp., West Conshohocken Boro.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		8,700			
Fiscal Year Total		0	8,700	0	0	
Total FY 1997-2000 Cost					8,700	

MONTGOMERY

8736

LEWIS ROAD

064S701C
X

RIDGE PIKE TO KNIGHTS ROAD
S-CURVE RECONSTRUCTION

This project involves softening the "S" curve to bring it up to current standards and replacing two culverts. The reconstructed road will have two lanes with 2' to 4' shoulders.

Limerick Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	150				
ROW	STA	50				
CON	STA		600			
Fiscal Year Total		200	600	0	0	
Total FY 1997-2000 Cost					800	

MONTGOMERY

8737

SWAMP ROAD

064S701S
X

AT PA 663
INTERSECTION IMPROVEMENTS

This project involves widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike.

New Hanover Twp.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	100				
ROW	STA	75				
CON	STA		650			
Fiscal Year Total		175	650	0	0	
Total FY 1997-2000 Cost					825	

MONTGOMERY

8739

MONUMENT AVE.

064L106
X

OVER TRIBUTARY OF PENNYPACK CREEK
BRIDGE REPLACEMENT

The existing two lane bridge with sidewalk on one side will be replaced with a wider two lane bridge, with minimal shoulders and sidewalk on one side. The primary goal of the project is to alleviate the flooding problem.

Hatboro Boro., Upper Moreland Twp.

PENNDOT

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Current Program Schedule and Cost Summary

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA	50				
ROW	STA	25				
CON	STA		300			
Fiscal Year Total		75	300	0	0	
Total FY 1997-2000 Cost					375	

MONTGOMERY

8740

064C096

X

FAGLEYSVILLE RD.

OVER WEST SWAMP CREEK

BRIDGE REHABILITATION

The existing two lane, 22' wide bridge is currently closed to traffic. The rehabilitated structure will have two lanes with minimal shoulders.

Upper Frederick Twp.

PENNDOT

Current Program Schedule and Cost Summary

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA		50			
CON	STA			150		
Fiscal Year Total		0	50	150	0	
Total FY 1997-2000 Cost					200	

MONTGOMERY

8741

064L111

X

UNION AVE.

OVER SEPTA R6

BRIDGE REPLACEMENT

The scope of this bridge replacement project has yet to be determined.

Lower Merion Twp.

PENNDOT

Current Program Schedule and Cost Summary

Phase	Fund	FY97	FY98	FY99	FY00	Later FYs
ENG	STA		200			
ROW	STA			50		
CON	STA				450	
Fiscal Year Total		0	200	50	450	
Total FY 1997-2000 Cost					700	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9151A

065C7013

TY2005BM

Project Description

Location / Narrative

Municipalities

I-95, DELAWARE EXPRESSWAY

AT BETSY ROSS BRIDGE INTERCHANGE

CONST. INTRCHNG W/ ARAMINGO & TORRESDA

Complete the currently unfinished interchange in the vicinity of the Betsy Ross Bridge to provide ramp connections between I-95 and Aramingo Ave. north of Castor Ave.

This project will not connect Aramingo Ave. to the Betsy Ross Bridge.

Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FAI	35,061				
CON	STA	3,896				
Fiscal Year Total		38,957	0	0	0	
Total FY 1997-2000 Cost					38,957	

PHILADELPHIA

9151B

065C7014

I-95 & ARAMINGO AVE. (ADAMS AVE CONNCTR)

BETSY ROSS BRIDGE TO TORRESDALE AVENUE

CONSTRUCT NEW ROADWAY

Construct an extension of Adams Ave. east of Tacony St. to connect to ramps constructed in TIP #9151A and provide a connection between Torresdale Ave. (east of Frankford Ave.) and I-95.

Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA	70				
ROW	STU	280				
CON	STA					286
CON	STU					1,142
Fiscal Year Total		350	0	0	0	
Total FY 1997-2000 Cost					350	

PHILADELPHIA

9227

065C056A

X

UNIVERSITY AVENUE

OVER SCHUYLKILL RIVER

REHABILITATION OF BRIDGE, APPROACH ROAD

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	FCB	4,680				
CON	STA	1,170				
Fiscal Year Total		5,850	0	0	0	
Total FY 1997-2000 Cost					5,850	

PHILADELPHIA

9285

065C037A

X

CHRIS. COLUMBUS BLVD. (DELAWARE AVE.)

RACE ST. TO RICHMOND ST.

RECONSTRUCTION

Road reconstruction, including drainage, sidewalk, and lighting improvements. The reconstructed road will be 6 lanes wide.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA		3,000			
CON	STU		12,000			

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	15,000	0	0
Total FY 1997-2000 Cost				15,000

PHILADELPHIA

9308

065L002

X

GERMANTOWN AVENUE

OVER WISSAHICKON CREEK

BRIDGE REPLACEMENT

The existing one lane bridge (built in 1920) will be replaced with a bridge with two 12' lanes, 6' shoulders, sidewalk on one side, and a pedestrian/bicycle/equestrian trail on the other side. The project also includes roadway realignment to remove a sharp curve and visual mitigation.

Northwest Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LFB	320				
ENG	LOC	20				
ENG	STA	60				
ROW	LFB	96				
ROW	LOC	6				
ROW	STA	18				
CON	LFB					3,200
CON	LOC					200
CON	STA					600
Fiscal Year Total		520	0	0	0	
Total FY 1997-2000 Cost					520	

PHILADELPHIA

9332

065C7012

TN2005BM

PA 63, WOODHAVEN ROAD EXTENSION

US 1 (ROOSEVELT BLVD.)-PHILMONT AVENUE

4 LANE DIVIDED RELOCATION

This project involves extending Woodhaven Rd. from its current terminus at Evans St. to Philmont Ave. The limited access road will be four lanes (two lanes in each direction) from Evans St. to Bustleton Ave. and two lanes (one lane in each direction) from Bustleton Ave. to Philmont Ave. A partial diamond interchange will be constructed at Bustleton Ave.

Northeast Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	3,000				
Fiscal Year Total		3,000	0	0	0	
Total FY 1997-2000 Cost					3,000	

PHILADELPHIA

9345

065L108

X

KREWSTOWN ROAD

OVER PENNYPACK CREEK

BRIDGE REPLACEMENT

The existing bridge is a narrow two lanes with a 5' sidewalk on one side. It is currently load restricted. The new bridge will be on a new alignment to correct the poor horizontal and vertical geometry. It will be two lanes with shoulders and sidewalks on both sides. The existing bridge may be kept as a pedestrian/bicycle/equestrian trail.

Northeast Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LFB	563				
ENG	LOC	37				
ENG	STA	150				
ROW	LFB		225			

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description					
PMS #	Location / Narrative					
Air Quality Code	Municipalities					
Sponsor						
	ROW	LOC	15			
	ROW	STA	60			
	CON	LFB				923
	CON	LOC				1,244
	CON	STA				1,846
Fiscal Year Total			750	300	0	0
			Total FY 1997-2000 Cost			1,050

PHILADELPHIA

9350

065C001

X

CHESTER AVENUE

OVER SEPTA ELWYN COMMUTER RAIL LINE

BRIDGE REPLACEMENT

Chester Ave. over SEPTA Elwyn Commuter Rail Line, west of 49th St.

Replacement of existing bridge which has load restrictions.

West Phila.

PADOT

		Current Program Schedule and Cost Summary				
<u>Phase</u>	<u>Fund</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>Later FYs</u>
CON	SCB	2,720				
CON	STA	680				
ROW	SCB	1,635				
ROW	STA	409				
Fiscal Year Total		5,444	0	0	0	
		Total FY 1997-2000 Cost				5,444

PHILADELPHIA

9375

065S026Q

X

RISING SUN AVENUE & ADAMS AVENUE (C045)

INTERSECTION

SIGNAL & INTERSECTION IMPROVEMENT

Widen the south side of Adams Ave. to improve its alignment and upgrade the
signalization by installing overhead signals and advance left turn phasing for both
eastbound Adams Ave. and northbound Rising Sun Ave.

Northeast Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	144				
ENG	STA	36				
ROW	CAQ		20			
ROW	STA		5			
CON	CAQ			536		
CON	STA			134		
Fiscal Year Total		180	25	670	0	
		Total FY 1997-2000 Cost				875

PHILADELPHIA

9445

065L025

X

STRAWBERRY MANSION BRIDGE

OVER SCHUYLKILL RIVER

BRIDGE DECK REPLACEMENT AND REPAINTING

This project involves the replacement of the existing bridge deck (deteriorated to the point where the bridge has had to be closed to all traffic), repainting, and the provision of a wooden pedestrian "promenade" with ornamental iron lights on the area formerly occupied by the trolley tracks. The existing bridge has two lanes, shoulders, and sidewalk on one side. The new bridge will have two lanes, shoulders, and wider sidewalks on both sides.

North Phila.

PHILA.

		Current Program Schedule and Cost Summary				
<u>Phase</u>	<u>Fund</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>Later FYs</u>
CON	LFB	5,400				

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	LOC	337			
CON	STA	1,013			
Fiscal Year Total		6,750	0	0	0
Total FY 1997-2000 Cost					6,750

PHILADELPHIA

9459

065C009

X

LINDBERGH BOULEVARD

OVER CSX RAILROAD

BRIDGE REPLACEMENT

The existing bridge has two 12' lanes, 5' shoulders, and 5' sidewalks. It will be replaced in kind.

Southwest Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA	526				
ROW	FCB	320				
ROW	STA	80				
CON	FCB			2,400		
CON	STA			600		
Fiscal Year Total		926	0	3,000	0	
Total FY 1997-2000 Cost					3,926	

PHILADELPHIA

9463

065C075

X

HOLME AVENUE

OVER CONRAIL (1 TRACK)

BRIDGE REPLACEMENT

The existing four lane bridge with a wide concrete median will be replaced in kind. The bridge is currently load restricted.

Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	FCB	240				
ENG	STA	60				
ROW	FCB	400				
ROW	STA	100				
CON	FCB				1,080	
CON	STA				270	
Fiscal Year Total		800	0	0	1,350	
Total FY 1997-2000 Cost					2,150	

PHILADELPHIA

9464

065C074

X

RHAWN STREET

OVER CONRAIL

BRIDGE REPLACEMENT

The existing two lane bridge with minimal shoulders and sidewalks on both sides will be replaced in kind.

Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	FCB	220				
ENG	STA	55				
ROW	FCB	640				
ROW	STA	160				
CON	FCB			1,360		
CON	STA			340		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	1,075	0	1,700	0
Total FY 1997-2000 Cost				2,775

PHILADELPHIA

9465

065C722

X

29TH STREET

OVER AMTRAK/SEPTA TRENTON, CH.H.W. LINES

BRIDGE REPLACEMENT

The existing two lane bridge with curbs and sidewalks will be replaced in kind. The bridge currently has 3-ton load restriction. The project also includes drainage improvements.

North Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	FCB	1,600				
ROW	STA	400				
CON	FCB			4,400		
CON	STA			1,100		
Fiscal Year Total		2,000	0	5,500	0	
Total FY 1997-2000 Cost					7,500	

PHILADELPHIA

9555

065L820

X

SCHOOL HOUSE LANE

RIDGE AVENUE TO HENRY AVENUE

RECONSTRUCTION

This roadway reconstruction project includes minor widening, drainage improvements, sidewalk construction, and realignment of the Ridge Ave. intersection.

Northwest Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC				440	
CON	STU				1,760	
Fiscal Year Total		0	0	0	2,200	
Total FY 1997-2000 Cost					2,200	

PHILADELPHIA

9571

065L156

X

OXFORD ST. OVER AMTRAK N.E. CORRIDOR AND

SEPTA TRENTON/CHESTNUT HILL W.RAIL LINES

BRIDGE REPLACEMENT

The existing bridge, which is currently closed to traffic, has two lanes with shoulders and sidewalks on both sides. It will be replaced in kind.

North Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LCB	4,571				
CON	LOC	286				
CON	STA	857				
ROW	LCB	1,589				
ROW	LOC	99				
ROW	STA	298				
Fiscal Year Total		7,700	0	0	0	
Total FY 1997-2000 Cost					7,700	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9599

065L158

X

Project Description

Location / Narrative

Municipalities

MARTIN'S MILL ROAD/OLD SOLDIER ROAD

OVER SEPTA FOX CHASE COMMUTER RAIL LINE

BRIDGE REHABILITATION

The existing bridge has two lanes and a sidewalk on one side. It is currently load restricted, forcing the detour of SEPTA's Route 24 bus. The new bridge will have two lanes with shoulders and wider sidewalks on both sides. The poor vertical geometry will also be corrected and a new traffic signal will be installed at the intersection of Hasbrook Rd. and Old Soldier Rd.

Northeast Phila., Cheltenham Twp.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LFB	2,080				
CON	LOC	130				
CON	STA	390				
ENG	LFB	376				
ENG	LOC	23				
ENG	STA	71				
ROW	LFB	104				
ROW	STA	26				
Fiscal Year Total		3,200	0	0	0	
Total FY 1997-2000 Cost					3,200	

PHILADELPHIA

9600

065L030

X

COLUMBUS BLVD.(DELAWARE AVE) SERVICE RD.

VICINITY OF I-76 (WALT WHITMAN BRIDGE)

RECONSTRUCTION

South Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	515				
CON	SXF	2,060				
ROW	LOC	5				
ROW	SXF	20				
Fiscal Year Total		2,600	0	0	0	
Total FY 1997-2000 Cost					2,600	

PHILADELPHIA

9605

065C076

X

CITY AVENUE SOUTHBOUND

OVER SCHUYKILL RIVER

BRIDGE DECK REPAIRS

This project involves repairs to the bridge deck, the replacement of the structure over Kelly Dr. and the ramp, and drainage improvements. The existing three lane width with sidewalks will remain the same.

Northwest Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	FCB	480				
ENG	STA	120				
ROW	FCB		80			
ROW	STA		20			
CON	FCB					3,600
CON	STA					900
Fiscal Year Total		600	100	0	0	
Total FY 1997-2000 Cost					700	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9609

065S259M

TY2005BO

Project Description

Location / Narrative

Municipalities

US 13, FRANKFORD AVENUE

BRIDGE ST. TO BUCKS COUNTY LINE

CORRIDOR IMPROVEMENT

Upgrade the traffic signals at 33 intersections.

Northeast Phila.

PADOT

Phase	Fund
ROW	TAQ
CON	TAQ

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	76			
		720		
Fiscal Year Total	76	720	0	0
Total FY 1997-2000 Cost				796

Later FYs

PHILADELPHIA

9612

065M013A

X

PA 63, WOODHAVEN ROAD

BUCKS COUNTY LINE TO EVANS STREET

RESTORATION

This road restoration project involves base repair, overlay, updating the median barrier, bridge deck repair, and lighting rehabilitation design.

Northeast Phila.

PADOT

Phase	Fund
ENG	STA
CON	NHS
CON	STA

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
		321		
			704	
			176	
Fiscal Year Total	0	321	880	0
Total FY 1997-2000 Cost				1,201

Later FYs

PHILADELPHIA

9614

065S211M

X

CENTER CITY TRAFFIC SYSTEMS II

SOUTH ST. TO SPRING GARDEN ST.

SIGNAL IMPROVEMENTS

This project consists of the installation of a computerized traffic signal system for approximately 170 signals.

Central Phila.

PHILA.

Phase	Fund
ENG	TAQ
ROW	TAQ
CON	TAQ

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	1,080			
	10			
			7,200	
Fiscal Year Total	1,090	0	7,200	0
Total FY 1997-2000 Cost				8,290

Later FYs

PHILADELPHIA

9615

065S217C

TY2005BO

PA 611, N. BROAD ST.

SPRING GARDEN ST. TO MONT. CO. LINE

CORRIDOR IMPROVEMENTS

Upgrade the traffic signals at 10 intersections.

North Phila.

PADOT

Phase	Fund
ENG	TAQ
ROW	TAQ
CON	TAQ

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	130			
	60			
		1,500		

Later FYs

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description
PMS #	Location / Narrative
Air Quality Code	Municipalities
Sponsor	
Fiscal Year Total	190 1,500 0 0
	Total FY 1997-2000 Cost 1,690

PHILADELPHIA

9616 STATE ROAD
065S260M COTTMAN AVE. TO BUCKS COUNTY LINE
TY2005BO SIGNAL IMPROVEMENTS
Modernize and interconnect the traffic signals.
Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	CAQ	154				
ENG	STA	38				
ROW	CAQ	129				
ROW	STA	32				
CON	CAQ		1,160			
CON	STA		137			
Fiscal Year Total		353	1,297	0	0	
					Total FY 1997-2000 Cost	1,650

PHILADELPHIA

9617 ACADEMY ROAD
065S227F AT GRANT AVENUE
X WIDENING, LEFT TURN LANES, & SIGNALS
This project involves widening Grant Ave. to accommodate dual left turn lanes onto Academy Rd. and realigning the intersection approaches.
Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA			36		
ROW	STP			144		
CON	STA				225	
CON	STP				900	
Fiscal Year Total		0	0	180	1,125	
					Total FY 1997-2000 Cost	1,305

PHILADELPHIA

9618 ACADEMY ROAD
065S248M I-95 (DELAWARE EXP.) TO WOODHAVEN ROAD
TY2005BO LEFT TURN LANE
This project involves widening and reconstructing the medians to accommodate left turns.
Northeast Phila.

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA	20				
ENG	STP	80				
ROW	STA	20				
ROW	STP	80				
CON	STA		200			
CON	STP		800			
Fiscal Year Total		200	1,000	0	0	
					Total FY 1997-2000 Cost	1,200

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9621

065S249M

TY2005AO

Project Description

Location / Narrative

Municipalities

HARBISON AVE./ARAMINGO AVE. (C048)

I-95 TO ROOSEVELT BLVD.

SIGNAL AND CORRIDOR IMPROVEMENTS

This project includes 27 signals and covers a distance of about 6 miles. Proposed improvements on Harbison Ave. include removing the medians at the intersections for the painting of left turn standby lanes and the provision of overhead signals that will be interconnected with new controllers. Proposed improvements on Aramingo Ave. include the addition of overhead signals and left turn standby lanes from Butler St. to Bridge St.

Northeast Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	272				
ENG	STA	68				
ROW	CAQ	80				
ROW	STA	20				
CON	CAQ		1,088			
CON	STA		272			
Fiscal Year Total		440	1,360	0	0	
Total FY 1997-2000 Cost					1,800	

PHILADELPHIA

9623

065S214F

X

PA 611, S. BROAD ST. AT I-76

AND POLLOCK ST. (STADIUM COMPLEX)

INTERCHANGE REALIGNMENT

Simplify the Broad St./Packer Ave. intersection; relocate the eastbound I-76 on-ramp out of the intersection; realign the westbound I-76 on-ramp intersection with the Broad St. main line; and remove the northbound Broad St. Service Road.

South Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	STA		24			
ROW	STP		97			
CON	STA			320		
CON	STP			1,280		
Fiscal Year Total		0	121	1,600	0	
Total FY 1997-2000 Cost					1,721	

PHILADELPHIA

9625

065S225C

TY1996BO

MARKET STREET

DELAWARE COUNTY LINE TO 39TH STREET

SIGNAL & PEDESTRIAN INITIATIVES

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

West Phila.

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA		60			
ENG	STS		240			
CON	STA			124		
CON	STS			496		
Fiscal Year Total		0	300	620	0	
Total FY 1997-2000 Cost					920	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9630

065L852

X

Project Description

Location / Narrative

Municipalities

1ST/2ND HIGHWAY DISTRICT '3R'

SOUTH/WEST/SOUTHWEST PHILADELPHIA

RECONSTRUCTION/RESTORATION/RESURFACING

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards. This project covers approximately 15 miles of roadway.

South Phila., West Phila.

PHILA.

Phase	Fund
CON	LOC
CON	STU

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	440			
	1,760			
Fiscal Year Total	2,200	0	0	0
Total FY 1997-2000 Cost				2,200

Later FYs

PHILADELPHIA

9651

065L836

TN2005AO

WASHINGTON AVENUE SIGNAL CORRIDOR

4TH ST. TO GRAYS FERRY AVE.

MODERNIZATION/COORDINATION OF SIGNALS

This project involves modernizing and interconnecting traffic signals at 27 intersections and resurfacing selected roadway segments throughout the corridor.

South Phila.

PHILA.

Phase	Fund
CON	LOC
CON	STU

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
			220	
			880	
Fiscal Year Total	0	0	1,100	0
Total FY 1997-2000 Cost				1,100

Later FYs

PHILADELPHIA

9653

065H3H23

OVERBROOK TRAIN STATION

ON SEPTA R5 LINE

REHABILITATION OF HISTORIC STATION

West Phila.

SEPTA

Phase	Fund
CON	LOC
CON	STA
CON	STE

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
	30			
	153			
	733			
Fiscal Year Total	916	0	0	0
Total FY 1997-2000 Cost				916

Later FYs

PHILADELPHIA

9655

065H3C63

X

FAIRMOUNT PARK BIKEWAY ENHANCEMENTS

BIKEWAY CONSTRUCTION

This project involves the construction of a bikeway and trail along Main St. in Manayunk, the Manayunk Towpath, and the former Pennsylvania Railroad roadbed. It will provide a link to the existing paths on East River Dr. (at Ridge Ave. and Wissahickon Creek) and the Valley Forge Bikeway (at Port Royal Ave.).

Northwest Phila.

PHILA.

Phase	Fund
CON	LOC

Current Program Schedule and Cost Summary				
	FY97	FY98	FY99	FY00
		180		

Later FYs

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STE	720			
Fiscal Year Total		0	900	0	0
		Total FY 1997-2000 Cost		900	

PHILADELPHIA

9658B

065H3C66

X

SCHUYLKILL RIVER PARK BIKE/PED TRAIL

SPRUCE ST. TO SPRING GARDEN ST.

This phase of the project (Phase 1B) includes the construction of a pedestrian/bicycle trail on the east side of the Schuylkill River, a bridge and a ramp at Spruce St., and stairways at the JFK, Chestnut St., and Market St. bridges.

Central Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	366				
CON	STE	1,466				
Fiscal Year Total		1,832	0	0	0	
		Total FY 1997-2000 Cost		1,832		

PHILADELPHIA

9658C

065H4N03

X

SCHUYLKILL RIVER PARK BIKE/PED. TRAIL

CHERRY ST. TO SPRUCE ST.

This phase of the project (Phase 2) involves constructing an additional bridge and a wheelchair accessible ramp over the CSX tracks at Cherry St.; installing security lighting between Spring Garden St. and Spruce St.; installing bicycle racks under the JFK, Market, Chestnut, and Walnut St. bridges, and providing native plant landscaping and pedestrian scale lighting in the area between Walnut St. and Spruce St.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	359				
CON	STE	1,437				
Fiscal Year Total		1,796	0	0	0	
		Total FY 1997-2000 Cost		1,796		

PHILADELPHIA

9661

065L157

X

40TH STREET

OVER AMTRAK/SEPTA
BRIDGE REPLACEMENT

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides.

West Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	LCB	720				
ROW	LOC	45				
ROW	STA	135				
CON	LCB			4,411		
CON	LOC			276		
CON	STA			827		
Fiscal Year Total		900	0	5,514	0	
		Total FY 1997-2000 Cost		6,414		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9662

065L839

X

Project Description

Location / Narrative

Municipalities

BELLS MILL ROAD

GERMANTOWN AVE. TO STENTON AVE.

RESTORATION

This road restoration project involves drainage improvements, minor widening, and sidewalk improvements.

Northwest Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC	40				
ENG	STU	160				
ROW	LOC			10		
ROW	STU			40		
CON	LOC				400	
CON	STU				1,600	
Fiscal Year Total		200	0	50	2,000	
Total FY 1997-2000 Cost					2,250	

PHILADELPHIA

9664

065L039

X

4TH HIGHWAY DISTRICT '3R'

NORTHWEST PHILADELPHIA

RECONSTRUCTION/RESTORATION/RESURFACIN

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards. This project covers approximately 18 miles of roadway.

Northwest Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC		395			
CON	STU		1,580			
Fiscal Year Total		0	1,975	0	0	
Total FY 1997-2000 Cost					1,975	

PHILADELPHIA

9667

065L025A

X

STRAWBERRY MANSION BR. PEDESTRIAN PATH

33RD STREET TO GREENLAND DRIVE

CONSTRUCTION OF PEDESTRIAN PATH

This project involves the provision of a pedestrian path to link the "promenade" in TIP #9445 to other paths in adjacent sections of east and west Fairmount Park.

North Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC	35				
CON	STU	140				
Fiscal Year Total		175	0	0	0	
Total FY 1997-2000 Cost					175	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9676

065L043

X

Project Description

Location / Narrative

Municipalities

5TH & 6TH HIGHWAY DISTRICT '3R'

NORTHEAST PHILADELPHIA

RECONSTRUCTION/RESTORATION/RESURFACING

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards. This project covers approximately 16 miles of roadway.

Northeast Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LOC		450			
CON	STU		1,800			
Fiscal Year Total		0	2,250	0	0	
Total FY 1997-2000 Cost					2,250	

PHILADELPHIA

9681

065L163

X

MORRIS STREET

OVER SEPTA CHESTNUT HILL EAST LINE

BRIDGE REPLACEMENT

The existing bridge (built in 1907) has two lanes, 5' sidewalks on both sides, and stairways to SEPTA. It will be replaced in kind.

Northwest Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	LCB	164				
ROW	LOC	10				
ROW	STA	31				
CON	LCB					2,000
CON	LOC					125
CON	STA					375
Fiscal Year Total		205	0	0	0	
Total FY 1997-2000 Cost					205	

PHILADELPHIA

9682A

065L164

X

42ND STREET

OVER AMTRAK/SEPTA (SOUTH OF POPLAR)

BRIDGE DECK REPLACEMENT

The existing bridge is currently load restricted. The project involves bridge deck replacement, repainting, visual mitigation, and guiderail improvements.

West Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LCB					1,600
CON	LOC					100
CON	STA					300
ROW	LCB					740
ROW	LOC					46
ROW	STA					139
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost					0	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9682B

065L165

X

Project Description

Location / Narrative

Municipalities

GOWEN AVENUE

OVER SEPTA CHESTNUT HILL EAST LINE

BRIDGE REPLACEMENT

The existing two lane bridge with 5' sidewalks on both sides will be replaced in kind. It currently has a 3-ton weight restriction. The project also includes visual mitigation.

Northwest Phila.

PHILA.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LCB	360				
ENG	LOC	22				
ENG	STA	68				
ROW	LCB	164				
ROW	LOC	10				
ROW	STA	31				
CON	LCB		2,000			
CON	LOC		125			
CON	STA		375			
Fiscal Year Total		655	2,500	0	0	
		Total FY 1997-2000 Cost				3,155

PHILADELPHIA

9684A

065L160

X

SOUTH STREET

OVER I-76 (WB), SCHUYLKILL RIVER, & CSX

BRIDGE REPLACEMENT

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

Central Phila.

PHILA.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LFB	3,200				
ENG	LOC	200				
ENG	STA	600				
CON	LFB					8,000
CON	LOC					500
CON	STA					1,500
ROW	LFB					1,800
ROW	LOC					112
ROW	STA					338
Fiscal Year Total		4,000	0	0	0	
		Total FY 1997-2000 Cost				4,000

PHILADELPHIA

9684B

065L161

X

SOUTH STREET

OVER I-76 (EB) AND AMTRAK N.E. CORRIDOR

BRIDGE REHABILITATION(ENG. COSTS #9684B)

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

West Phila.

PHILA.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	LFB				1,040	
ROW	LOC				65	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

ROW	STA	195	
CON	LFB		4,000
CON	LOC		250
CON	STA		750

Fiscal Year Total	0	0	0	1,300	
Total FY 1997-2000 Cost					1,300

PHILADELPHIA

9684C

065L162

X

SOUTH STREET

OVER SEPTA WILMINGTON/ELWYN/AIRPORT LIN

BRIDGE REHABILITATION (ENG. COST #9684A)

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, and 5' sidewalks. The project also includes improvements to the I-76 off-ramps, visual mitigation, and detour route improvements.

West Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	LFB					4,000
CON	LOC					250
CON	STA					750
ROW	LFB					1,200
ROW	LOC					75
ROW	STA					225
Fiscal Year Total		0	0	0	0	
Total FY 1997-2000 Cost						0

PHILADELPHIA

9686

065M4000

X

I-76, SCHUYLKILL EXPRESSWAY

US 1 (CITY AVE.) TO SCHUYLKILL RIVER

PREVENTIVE MAINTENANCE

Road restoration, including milling, resurfacing, restoration of the concrete barriers, and drainage system maintenance.

West Phila.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	6,386				
Fiscal Year Total		6,386	0	0	0	
Total FY 1997-2000 Cost						6,386

PHILADELPHIA

9689

X

3RD HIGHWAY DISTRICT "3R"

CENTER CITY AND NORTH PHILADELPHIA

RECONSTRUCTION/RESTORATION/RESURFACIN

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards. This project covers approximately 13 miles of roadway.

Philadelphia City, North Phila.

PHILA.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		20			
ENG	STU		80			
CON	LOC					400
CON	STU					1,600

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	100	0	0
Total FY 1997-2000 Cost				100

PHILADELPHIA

9703

BICYCLE NETWORK PROGRAM I (C003)

065S015Q

CITYWIDE

X

NETWORK OF BICYCLE ROUTES

This is a comprehensive project involving the entire City of Philadelphia. The project consists of identifying bicycle traffic generators, performing traffic/bike counts, reviewing travel patterns, route analysis, bicycle parking and storage analysis, public information and awareness, and the design and construction of a city-wide network of bicycle routes. The bicycle routes will be on existing roads that require only simple treatments such as signing and pavement markings to better accommodate bicyclists and as well as roads where various physical constraints will need to be addressed.

Philadelphia City

PHILA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	CAQ	80				
ROW	LOC	20				
CON	CAQ		2,400			
CON	LOC		600			
Fiscal Year Total		100	3,000	0	0	
Total FY 1997-2000 Cost					3,100	

PHILADELPHIA

9704

WESTBANK GREENWAY (C004)

065S019Q

31ST ST., 32ND ST., & MANTUA AVE. (etc.)

X

PEDESTRIAN/BICYCLE ENHANCEMENTS

Rebuild existing sidewalk as a pedestrian path/bikeway, rebuild fence and portions of a stone retaining wall, remove billboards, landscape to open views to the city skyline, plant street trees, install street lighting and signs, widen Spring Garden St. bridge sidewalk, construct ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive.

West Phila.

PHILA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ROW	CAQ	8				
ROW	LOC	2				
CON	CAQ		624			
CON	LOC		156			
Fiscal Year Total		10	780	0	0	
Total FY 1997-2000 Cost					790	

PHILADELPHIA

9705

ARTERIAL SIGNAL INTERCONNECT (C005)

065S006Q

CITYWIDE

TY2005AO

SIGNAL COORDINATION

This projects includes 448 signals and covers about 65 miles of lower volume roadway (9000-15000 ADT). Each of the roads included in the project carries a SEPTA route for all or most of its length.

Philadelphia City

PHILA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		1,360			
CON	LOC		340			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	1,700	0	0
Total FY 1997-2000 Cost				1,700

PHILADELPHIA

9706

065S011Q

TY2005AO

ALTERNATIVE FUELS PROGRAM (C010)

CITY OF PHILADELPHIA

FUELINGS STATIONS & VEHICLE CONVERSIONS

This project will create five new strategically placed fueling stations and convert 350 city vehicles to CNG. The new fueling facilities will be located at Old York Rd. and Champlost St., Ridge Ave. and Cinnaminson St., Front St. and Hunting Park Ave., Levick St. and Harbison Ave., and Ashburner St. and State Rd.

Philadelphia City

PHILA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ	2,408				
CON	LOC	602				
ENG	CAQ	400				
ENG	LOC	100				
ROW	CAQ	320				
ROW	LOC	80				
Fiscal Year Total		3,910	0	0	0	
Total FY 1997-2000 Cost					3,910	

PHILADELPHIA

9707

065S003Q

X

COBB'S CREEK BIKEWAY (C072)

US 1 CITY AVE. TO PA 291 TO AIRPORT, ETC

BIKEWAY CONSTRUCTION

This project involves constructing a 10.2 mile bikeway running from US 1, City Ave. southwest to PA 291 at the Philadelphia International Airport, through city park land and then along city streets. It frequently intersects with mass transit stops and connects several important commercial areas.

West Phila., Southwest Phila.

PHILA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	160				
ENG	LOC	40				
CON	CAQ			1,425		
CON	LOC			356		
Fiscal Year Total		200	0	1,781	0	
Total FY 1997-2000 Cost					1,981	

PHILADELPHIA

9708

060S016Q

TY1996AO

UNIV. CITY/30TH ST. CIRCULATOR (C088)

30TH ST. STATION TO UNIVERSITY CITY

NEW TRANSIT SERVICE

Beginning at 30th Street Station, this circulator will provide service to employees, visitors, and patients going to health care providers at the University of Pennsylvania Hospital, Veterans Hospital, Children's Hospital, etc., and travel along Civic Center Blvd. serving health care providers in that area. The service is expected to operate Monday through Saturday between 6:30 a.m. and 8:00 p.m.

West Phila.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ			272		
CON	LOC			11		
CON	STA			57		

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	0	340	0
Total FY 1997-2000 Cost				340

PHILADELPHIA

9713

065M005A

X

PA 291, BROAD STREET

OREGON AVE. TO WASHINGTON AVE.

RESTORATION

Philadelphia City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA		800			
Fiscal Year Total		0	800	0	0	
Total FY 1997-2000 Cost				800		

PHILADELPHIA

9714

065M053A

X

BUSTLETON PIKE

OVER CONRAIL

BRIDGE REHABILITATION

This bridge rehabilitation project involves replacement of the expansion joints.

Philadelphia City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	FCB	256				
CON	STA	64				
ENG	STA	60				
ROW	STA	10				
Fiscal Year Total		390	0	0	0	
Total FY 1997-2000 Cost				390		

PHILADELPHIA

9716

065M033A

RICHMOND STREET

ARAMINGO AVE. TO CUMBERLAND ST.

REMOVE OLD TRACKS, BASE REPAIR, RESURFA

This project involves removing the old trolley tracks from the road, base repair, milling, and overlay.

Philadelphia City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	350				
Fiscal Year Total		350	0	0	0	
Total FY 1997-2000 Cost				350		

PHILADELPHIA

9717

065M073A

JFK BOULEVARD

AT 30TH STREET, OVER SCHUYLKILL

BRIDGE REHABILITATION

This project involves expansion joint rehabilitation and drainage improvements. The width of the bridge will remain the same.

Philadelphia City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	STA	350				
CON	FCB		500			
CON	STA		125			

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	350	625	0	0
Total FY 1997-2000 Cost				975

PHILADELPHIA

9718

065M025A

HENRY AVENUE BRIDGE

OVER WISSAHICKON CREEK

BRIDGE REHABILITATION

Repair the drainage system and sidewalk.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ROW	STA		125			
CON	STA					250
Fiscal Year Total		0	125	0	0	
Total FY 1997-2000 Cost				125		

PHILADELPHIA

9719

065M083A

WISSAHICKON

OVER CONRAIL

BRIDGE REMOVAL

This project involves removing the bridge over the abandoned Conrail right-of-way and back filling to provide a new roadway surface. The existing roadway width of four 12' lanes and 6' sidewalks will remain the same.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	STA	140				
ROW	STA	40				
CON	STA		160			
CON	STP		640			
Fiscal Year Total		180	800	0	0	
Total FY 1997-2000 Cost				980		

PHILADELPHIA

9720

065M5416

PA 611, BROAD STREET

VINE ST. TO OLNEY AVE.

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves upgrading and interconnecting the traffic signals for approximately 37 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	480				
CON	STA	120				
ENG	NHS	24				
ENG	STA	6				
ROW	NHS	40				
ROW	STA	10				
Fiscal Year Total		680	0	0	0	
Total FY 1997-2000 Cost				680		

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9721

065M5414

Project Description

Location / Narrative

Municipalities

TORRESDALE AVE.

HARBISON AVE. TO LINDEN AVE.

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves upgrading and interconnecting the traffic signals for approximately 29 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	488				
CON	STA	122				
ENG	NHS	24				
ENG	STA	6				
ROW	NHS	32				
ROW	STA	8				
Fiscal Year Total		680	0	0	0	
		Total FY 1997-2000 Cost				680

PHILADELPHIA

9722

065M5417

NEW STATE/TACONY RD.

BRIDGE ST. TO OLD STATE RD.

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves upgrading and interconnecting the traffic signals for approximately 10 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	208				
CON	STA	52				
ENG	NHS	16				
ENG	STA	4				
ROW	NHS	16				
ROW	STA	4				
Fiscal Year Total		300	0	0	0	
		Total FY 1997-2000 Cost				300

PHILADELPHIA

9723

065M5418

KNIGHTS RD.

FRANKFORD AVE. TO STREET RD.

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves upgrading and interconnecting the traffic signals for approximately 16 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	208				
CON	STA	52				
ENG	NHS	16				
ENG	STA	4				
ROW	NHS	16				
ROW	STA	4				
Fiscal Year Total		300	0	0	0	
		Total FY 1997-2000 Cost				300

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PHILADELPHIA

9724

065M5415

Project Description

Location / Narrative

Municipalities

HOLME AVE.

ROOSEVELT BLVD. TO ACADEMY RD.

ARTERIAL IMP. ASSOCIATED W/ I-95

This project involves upgrading and interconnecting the traffic signals for approximately 8 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Philadelphia City

PADOT

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	NHS	184				
CON	STA	46				
ENG	NHS	16				
ENG	STA	4				
ROW	NHS	16				
ROW	STA	4				
Fiscal Year Total		270	0	0	0	
		Total FY 1997-2000 Cost				270

PHILADELPHIA

9726

065L869

RAMPS AT PENNS LANDING

CHESTNUT & MARKET STS. TO DELAWARE AVE.

PED. SAFETY IMP. & STRUCTURE BEAUTIF.

This project involves pedestrian access improvements, sidewalk widening, lighting modernization, removal of canopy (Market St. bridge), and related work.

Central Phila.

PHILA.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	40				
ENG	STU	160				
Fiscal Year Total		200	0	0	0	
		Total FY 1997-2000 Cost				200

PHILADELPHIA

9727

NORTH BROAD STREET/AVENUE OF THE ARTS

GIRARD AVENUE TO LEHIGH AVENUE

STREETSCAPE & PEDESTRIAN ENHANCEMENTS

Sidewalk reconstruction, pedestrian crosswalk improvements, lighting and traffic signal modernization, and related work.

Central Phila.

PHILA.

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	LOC	80				
ENG	STU	320				
Fiscal Year Total		400	0	0	0	
		Total FY 1997-2000 Cost				400

PHILADELPHIA

9728

X

ROOSEVELT BOULEVARD CORRIDOR

NORTHEAST PHILADELPHIA

MAJOR INVESTMENT STUDY

This study will determine (1) whether it is justifiable to build a major new rapid transit line serving the central corridor of the Northeast section of Philadelphia, (2) whether the center lanes of Roosevelt Blvd. should be grade separated, functioning as an expressway, (3) whether a rapid transit line, or alternative express bus service, should be combined with the construction of express highway lanes, and (4) whether low cost

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Transportation System Management (TSM) improvements would be an acceptable solution to the problem of excessive travel times on public transportation in the Northeast.

Northeast Phila.

PHILA

Phase	Fund
ENG	LOC
ENG	STU

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

280

1,120

0

1,400

0

0

Total FY 1997-2000 Cost

1,400

PHILADELPHIA

9729

065M500Z

X

I-76, SCHUYLKILL EXPRESSWAY

BLACK ROCK RD. TO SCHUYLKILL RIVER

PAVEMENT LIFE EXTENSION

Road restoration, including milling, paving, restoration of the concrete barriers, and drainage system maintenance.

Philadelphia City

PENNDOT

Phase	Fund
CON	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

7,000

7,000

0

7,000

0

0

Total FY 1997-2000 Cost

7,000

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DISTRICT 6-0

0507

0600000

X

Project Description

Location / Narrative

Municipalities

CMAQ PROGRAM

PROJECTS TO BE DETERMINED

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funding for transportation control measures and other projects that will improve air quality and contribute to the attainment of the Clean Air Act standards by reducing highway source emissions.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		32,480			
CON	STA		8,120			
CON	CAQ			42,000		
CON	STA			10,500		
CON	CAQ				42,000	
CON	STA				10,500	
Fiscal Year Total		0	40,600	52,500	52,500	
Total FY 1997-2000 Cost					145,600	

DISTRICT 6-0

0511

I-95 RECONSTRUCTION PROGRAM

PHASE I

X

BRIDGE DECK & PAVEMENT RECONSTRUCTION

Phase I of the I-95 Reconstruction Program involves removing and replacing the bridge decks and performing substructure and superstructure repairs as required on the following bridges: (1) I-95 over Levick St., (2) I-95 over Conrail Spur, State Rd., and access road, (3) I-95 over Pennypack Creek, (4) I-95 over abandoned quarry, (5) I-95 over abandoned quarry, (6) I-95 NB over Amtrak Northeast Corridor Mainline, and (7) I-95 SB over Amtrak Northeast Corridor Mainline. It also involves removing and replacing (full depth) pavement and shoulders generally between Rhawn St. and Academy Ave.

Philadelphia City

PADOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	I4R	4,500				
ENG	STA	500				
ROW	I4R	900				
ROW	STA	100				
CON	I4R		114,030			
CON	STA		12,670			
Fiscal Year Total		6,000	126,700	0	0	
Total FY 1997-2000 Cost					132,700	

DISTRICT 6-0

0515

BETTERMENT PROJECTS ('3R')

REGIONWIDE

X

RECONSTRUCTION/RESTORATION/RESURFACIN

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' projects is to make whatever improvements are necessary to bring the road up to current standards.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	1,650				
CON	STP	6,600				
CON	STA		2,434			
CON	STP		9,737			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STA			3,011	
CON	STP			12,045	
CON	STA				4,400
CON	STP				17,600
Fiscal Year Total		8,250	12,171	15,056	22,000
Total FY 1997-2000 Cost					57,477

DISTRICT 6-0

0517

8694601

X

RAILROAD/HIGHWAY GRADE CROSSINGS

REGIONWIDE IMPROVEMENTS

Railroad/highway grade crossing improvements typically involve the installation or upgrading of warning devices such as signals or gates or the installation of rubberized strips adjacent to and between the railroad tracks.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	STA	233				
CON	STX	934				
CON	STA		233			
CON	STX		934			
CON	STA			233		
CON	STX			934		
CON	STA				233	
CON	STX				934	
Fiscal Year Total		1,167	1,167	1,167	1,167	
Total FY 1997-2000 Cost					4,668	

DISTRICT 6-0

0519

060S301D

TY1996BO

REGIONAL CMS AND PARK & RIDE PROGRAM

PLANNING, ENGINEERING, IMPLEMENTATION OF STRATEGIES OR PROJECTS TO REDUCE SOV

Construct regional park and ride lots in 23 individual locations for carpooling and vanpooling.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	982				
ENG	STA	246				
CON	CAQ		982			
CON	STA		246			
Fiscal Year Total		1,228	1,228	0	0	
Total FY 1997-2000 Cost					2,456	

DISTRICT 6-0

0521

060S305T

TRANSITCHEK PROGRAM

ADMINISTRATION AND MARKETING

DVRPC oversees the fulfillment and directs the marketing and promotion of this transit subsidy program. TransitCheks are provided by employers to employees as part of a benefits package to encourage or reward the use of public transit and van pools. Funding comes from participating transit operators and three state DOTs.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	370				
ENG	LOC	19				
ENG	STA	74				
Fiscal Year Total		463	0	0	0	
Total FY 1997-2000 Cost					463	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DISTRICT 6-0

0525

060C001I

Project Description

Location / Narrative

Municipalities

I-95 RECONSTRUCTION PROGRAM - SEPTA

EARLY ACTION PROGRAM

This project, which is a component of what has become known as the Early Action Program of the I-95 Reconstruction Project, provides for selected infrastructure improvements along SEPTA's R3 West Trenton and R7 Trenton Regional Rail Lines, and for the acquisition of additional commuter rail cars and small buses for circulator service. The goal of this project is to provide SEPTA with the ability to handle the increase in commuter rail ridership expected during the multi-year reconstruction of Interstate 95 which is scheduled to begin in the Spring of 1999. Program elements include: the acquisition of new commuter rail cars; signal and catenary system improvements on the R3 West Trenton Regional Rail Line; selected station and signage improvements; West Trenton station yard/car storage facility expansion; bus facility improvements; and a small bus shuttle service at Cornwell Heights Station.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ		19,120			
CON	LOC		4,780			
Fiscal Year Total		0	23,900	0	0	
Total FY 1997-2000 Cost					23,900	

DISTRICT 6-0

0528

065S302I

TY1996BO

I-676 VINE EXPRESSWAY

I-76 TO I-95

TRAFFIC & INCIDENT MANAGEMENT SYSTEMS

This project consists of installing 9 closed-circuit TV cameras, 2 vehicle detectors, and 2 changeable message signs.

Central Phila.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ	1,560				
CON	STA	390				
Fiscal Year Total		1,950	0	0	0	
Total FY 1997-2000 Cost					1,950	

DISTRICT 6-0

0532

060C004T

TN1996BO

MOBILITY ALTERNATIVES PROGRAM (MAP)

AND SHARE-A-RIDE PROGRAM (SAR)

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of both programs. MAP is geared to employers, while SAR is now available to employees, too.

PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	654				
ENG	LOC	109				
ENG	STA	54				
ROW	CAQ		654			
ROW	LOC		109			
ROW	STA		54			
Fiscal Year Total		817	817	0	0	
Total FY 1997-2000 Cost					1,634	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

DISTRICT 6-0

0535

Project Description

Location / Narrative

Municipalities

TRANSPORTATION ENHANCEMENTS

PROJECTS TO BE DETERMINED

X

The intent of the Transportation Enhancement (TE) Program is to more creatively integrate transportation facilities into their surrounding communities and the natural environment. The program focus on activities that go beyond the typical elements of a transportation improvement project. Eligible activities include: (1) provision of facilities for pedestrians and bicycles, (2) acquisition of scenic easements and scenic or historic sites, (3) scenic or historic highway programs, (4) landscaping or other scenic beautification, (5) historic preservation, (6) rehabilitation and operation of historic transportation buildings, structures, or facilities, (7) preservation of abandoned railway corridors, (8) control and removal of outdoor advertising, (9) archeological planning and research, and (10) mitigation of water pollution due to highway runoff.

VARIOUS

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CON	STA		440			
CON	STE		1,760			
CON	STA			792		
CON	STE			3,168		
CON	STA				792	
CON	STE				3,168	
Fiscal Year Total		0	2,200	3,960	3,960	
		Total FY 1997-2000 Cost				10,120

DISTRICT 6-0

0536

060S002Q

TY1996AO

TELECOMMUTING: THE GREEN COMMUTE (C011)

REGIONWIDE

PROVIDE INFORMATION, ADVICE, ASSISTANCE

The scope of this project is to gather and disseminate information on telecommuting; provide legal advice and assistance as appropriate to business, government agencies, and others seeking to implement telecommuting programs; and arrange for technical and expert advice to them as they develop telecommuting programs.

CAC

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	CAQ	107				
ENG	LOC	27				
ROW	CAQ		106			
ROW	LOC		27			
Fiscal Year Total		134	133	0	0	
		Total FY 1997-2000 Cost				267

DISTRICT 6-0

0537

060S001Q

TY1996AO

ALTERNATIVE FUEL PROJECT (C017A)

FRONTIER DIVISION

This project provides for the acquisition of approximately seventy to one hundred buses to alternative fuel (most likely compressed natural gas); modifications to the Frontier Division Bus Maintenance Facility, and the construction of an alternative fuel fueling station.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
ENG	CAQ		1,408			
ENG	LOC		58			
ENG	STA		294			
CON	CAQ			5,000		
CON	LOC			208		

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CON	STA			1,042	
Fiscal Year Total		0	1,760	6,250	0
		Total FY 1997-2000 Cost			8,010

DISTRICT 6-0

0538

060S027Q

X

TRANSPORTATION CENTER DEVELOPMENT (C020)

WISSAHICKON AND WEST CHESTER

This project consists of the construction of two transportation centers - one in West Chester, Chester County, to be located on West Market St. or at the intersection of Market St. and Railroad St., and the other at the Wissahickon Transfer Center at Ridge Ave. and Sumac St. in Philadelphia.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	320				
ENG	LOC	13				
ENG	STA	67				
CON	CAQ			1,280		
CON	LOC			53		
CON	STA			267		
Fiscal Year Total		400	0	1,600	0	
		Total FY 1997-2000 Cost			2,000	

DISTRICT 6-0

0539

060S005Q

X

TRANSIT ORIENTED DESIGN CONCEPTS (C083)

REGIONWIDE

EDUCATIONAL EFFORT

This project is a comprehensive educational effort to promote the concept of Transit Oriented Development as a land use pattern and TDM that fosters the use of transit, encourages bicycling and walking, and lessens dependence upon the private auto. In addition to traditional promotional methods (focus groups, fact sheets, brochures, and slide presentations), the Council proposes to use a community now being built as a model to show how TOD principles can be incorporated in a development and create a measurable reduction in cold starts, VMT, and air emissions.

PEC

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	84				
ENG	LOC	21				
ROW	CAQ		84			
ROW	LOC		21			
Fiscal Year Total		105	105	0	0	
		Total FY 1997-2000 Cost			210	

DISTRICT 6-0

0540

060S021Q

TY1996AO

BICYCLE FACILITIES (C084)

ON EXISTING ROADWAYS - REGIONWIDE

This project identifies corridors on existing roads where minimal improvements such as signs or striping, or more modest improvements, such as widening shoulders, can be made in order to develop a widespread bicycle network. Tasks include:

- 1) Selecting high priority corridors from those identified in the Bicycle and Pedestrian Mobility Plan
- 2) Detailing the improvements which are required to establish a bicycle facility in the right of way and estimating their costs
- 3) Preparing a technical memorandum which will include aerial photographs, a strip map of the corridor, a list of improvements referenced to the map, photographs of typical or critical conditions, and a table of costs
- 4) Reviewing the proposed corridor improvements with local planning officials

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

5) Forwarding the proposal to the RTC for approval and a recommendation to set aside funds for implementation

DVRPC

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ	80				
ENG	LOC	20				
CON	CAQ			134		
CON	LOC			34		
Fiscal Year Total		100	0	168	0	
Total FY 1997-2000 Cost					268	

DISTRICT 6-0

0541

060S004Q

X

TRANSIT STOP SIGNAGE PROGRAM (C089)

REGIONWIDE

This project provides for the placement or replacement of transit and railroad signs at stops throughout the five-county area. The program's goal is to provide user friendly signage, which will enable commuters to easily identify SEPTA routes and stops, thus encouraging the use of mass transit.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	CAQ		160			
ENG	LOC		7			
ENG	STA		33			
CON	CAQ			660		
CON	LOC			27		
CON	STA			138		
Fiscal Year Total		0	200	825	0	
Total FY 1997-2000 Cost					1,025	

DISTRICT 6-0

0543

060S029Q

TY1996AO

LATE NIGHT ROUTE INSURANCE (C092)

REGIONWIDE

GUARANTEED RIDE HOME

This project addresses a perceived drawback to transit - that is, being left stranded after hours. Participants would use the program for emergencies or unexpected changes in schedule which occur after the hours that normal transit operations cease.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CON	CAQ			80		
CON	LOC			3		
CON	STA			17		
Fiscal Year Total		0	0	100	0	
Total FY 1997-2000 Cost					100	

DISTRICT 6-0

0544

065S017Q

X

TRANSIT INFORMATION CENTERS (C095)

CENTER CITY, CHESTER TRANS. CENTER

INFO. KIOSKS, SALES, STAFF ASSISTANCE

This project provides for the location of specific information centers at two regional transit locations: one in Center City Philadelphia and one at the Chester Transportation Center. This project will enable the construction of information kiosks that offer transit information and fare instrument sales and the placement of SEPTA staff to provide assistance to commuters.

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

SEPTA

Central Phila., Chester City

Phase	Fund
CON	CAQ
CON	LOC
CON	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97	FY98	FY99	FY00
		280	
		12	
		58	

Later FYs

0	0	350	0
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Total FY 1997-2000 Cost	350
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DISTRICT 6-0

0561

STU PLACEHOLDER

PROJECTS TO BE DETERMINED

Surface Transportation Program - Urban Allocation (STU) is a funding category for locally initiated projects. The placeholder contains residual funds from the STU account and is typically used for cost increases to projects already in the TIP or to provide funding for projects in the out-years of the TIP as they are developed.

Phase	Fund
CON	STA
CON	STU

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97	FY98	FY99	FY00
			1,368
			5,474

Later FYs

0	0	0	6,842
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Total FY 1997-2000 Cost	6,842
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**Pennsylvania Subregion
FY 1997 - 2000 TIP**

DVRPC Transit Projects

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

POTTSTOWN

PT004

X

POTTSTOW

Project Description

Location / Narrative

Municipalities

TRANSIT SHELTERS/STOPS AND MAINTENANCE

EQUIPMENT: PURCHASE ADDITIONAL SHELTER

BUS STOPS, AND SHELTER WASHER

Pottstown Boro.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC	2				
CAP	SEC.9	56				
CAP	STA	12				
Fiscal Year Total		70	0	0	0	
Total FY 1997-2000 Cost					70	

POTTSTOWN

PT010

X

POTTSTOW

OPERATING ASSISTANCE

POTTSTOWN URBAN TRANSIT

Pottstown Boro.

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
OP	LOC	116				
OP	SEC.9	350				
OP	STA	234				
OP	LOC		118			
OP	SEC.9		355			
OP	STA		237			
OP	LOC			113		
OP	SEC.9			360		
OP	STA			247		
Fiscal Year Total		700	710	720	0	
Total FY 1997-2000 Cost					2,130	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

PENNDOT

PA01

Project Description

Location / Narrative

Municipalities

HARRISBURG RAIL LINE IMPROVEMENTS

PURCHASE OF DIESEL MULTIPLE UNITS
TO INCREASE SERVICE

X
PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
PUR	SEC.9		5,961			
PUR	SEC3A		3,412			
PUR	STA		2,343			
PUR	SEC.9			5,961		
PUR	SEC3A			3,412		
PUR	STA			2,343		
Fiscal Year Total		0	11,716	11,716	0	
Total FY 1997-2000 Cost					23,432	

PENNDOT

PA03

FTA SECTION 16(B)(2) PROGRAM

CAPITAL ASSISTANCE FOR TRANSPORTATION O
ELDERLY AND DISABLED PERSONS

X
PENNDOT

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	16B2	2,992				
CAP	LOC	748				
CAP	16B2		2,992			
CAP	LOC		748			
CAP	16B2			2,992		
CAP	LOC			748		
Fiscal Year Total		3,740	3,740	3,740	0	
Total FY 1997-2000 Cost					11,220	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Project Description

Location / Narrative

Municipalities

Sponsor

SEPTA

S001

FRANKFORD ELEVATED RECONSTRUCTION PROG.

DECK REPLACEMENT AND STATION

RECONSTRUCTION

Reconstruction of Berks, Huntingdon, Church, Allegheny, and Erie-Torresdale stations, including the replacement of platforms, canopies, and buildings; mechanical, electrical, and plumbing improvements; and the provision of accessible facilities.

Installation of an automatic train control system to replace the existing wayside tripper system currently used from the west end of Bridge-Pratt Terminal to the east end of Huntingdon Interlocking.

Northeast Phila., North Phila.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	1,700				
CAP	SEC3A	40,000				
CAP	STA	8,300				
Fiscal Year Total		50,000	0	0	0	
Total FY 1997-2000 Cost					50,000	

SEPTA

S005

COMMUNICATIONS/CONTROL CENTER

MASTER CENTRALIZED CONTROL

FOR RAILROAD & RAIL TRANSIT

This project will provide for the construction of a control center facility for the various SEPTA operating divisions. Currently, the SEPTA system is controlled from several obsolete control centers located throughout the system. This project will also provide for a new communications system for SEPTA's surface fleet of vehicles to replace the old, obsolete system; the purchase and installation of optical fiber communications cable and transmission electronics throughout the Railroad and City Transit Divisions; and for passenger signs and public address systems to enhance the overall user-friendliness of the system.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC		170			
CAP	SEC3A		4,000			
CAP	STA		830			
CAP	LOC				396	
CAP	SEC.9				1,600	
CAP	SEC3A				8,000	
CAP	STA				2,004	
Fiscal Year Total		0	5,000	0	12,000	
Total FY 1997-2000 Cost					17,000	

SEPTA

S007

MARKET FRANKFORD INFRASTRUCTURE

RAIL MOD.

X

IMPROVEMENTS - ASSOCIATED WITH

PURCHASE OF NEW CARS

This project provides for engineering and construction (rehabilitation or replacement) of infrastructure and associated components of the Market-Frankford Subway Elevated line in support of new Market-Frankford Subway Elevated cars. Critical components to be addressed as part of this project are as follows: (1) Maintenance Facility - renovation of 69th Street Shop and 69th Street and Bridge Street maintenance/storage yards, and associated maintenance facilities; (2) Power System - rehabilitation or replacement of electric traction and power systems and associated components including third rail and support structures, cables, feeders and transmission lines, substations, and localized and centralized control facilities; (3) Track - renewal or replacement of special work and trackage in storage and maintenance yards; and (4)

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Communications - improvements to the existing control center with state-of-the-art communications components.

Philadelphia City, Upper Darby Twp.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	495				
CAP	SEC3A	12,000				
CAP	STA	2,505				
CAP	LOC		1,132			
CAP	SEC3A		24,000			
CAP	STA		9,168			
CAP	LOC			1,211		
CAP	SEC3A			24,000		
CAP	STA			11,489		
CAP	LOC				165	
CAP	SEC3A				4,000	
CAP	STA				835	
Fiscal Year Total		15,000	34,300	36,700	5,000	
		Total FY 1997-2000 Cost				91,000

SEPTA

S008

X

CAPITAL ASSET LEASE PROGRAM

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: utility vehicles, Philadelphia fixed rent, tire leases, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAL	LOC	1,178				
CAL	SEC.9	11,200				
CAL	STA	23,322				
CAL	LOC		1,198			
CAL	SEC.9		11,200			
CAL	STA		23,902			
CAL	LOC			1,221		
CAL	SEC.9			11,200		
CAL	STA			24,579		
CAL	LOC				1,208	
CAL	SEC.9				10,400	
CAL	STA				24,992	
Fiscal Year Total		35,700	36,300	37,000	36,600	
		Total FY 1997-2000 Cost				145,600

SEPTA

S009

X

UNDERGROUND STORAGE TANKS

REMOVAL AND MODIFICATION

The Underground Storage Tank Removal/Modification Program is an ongoing program to bring SEPTA into compliance with Environmental Protection Agency regulations governing underground storage tank installations and their associated piping. These regulations concern leak and spill control, and mandate that SEPTA comply to a series of intermediate compliance deadlines based on the age of existing underground

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

storage tanks. The regulations apply only to underground storage tanks storing either petroleum or certain hazardous chemicals. Complete compliance must be achieved by December, 1998.

North Phila., South Phila.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	132				
CAP	SEC.9	3,200				
CAP	STA	668				
CAP	LOC		132			
CAP	SEC.9		3,200			
CAP	STA		668			
Fiscal Year Total		4,000	4,000	0	0	
		Total FY 1997-2000 Cost				8,000

SEPTA

S011

UTILITY FLEET RENEWAL PROGRAM

REPLACEMENT OF NON-REVENUE VEHICLES

TO SUPPORT TRANSIT & RR OPERATION

X

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle by vehicle basis, contingent on the vehicle's age, condition, and usage. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead, power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	33				
CAP	SEC3A	800				
CAP	STA	167				
CAP	LOC		33			
CAP	SEC3A		800			
CAP	STA		167			
CAP	LOC			33		
CAP	SEC3A			800		
CAP	STA			167		
CAP	LOC				33	
CAP	SEC3A				800	
CAP	STA				167	
Fiscal Year Total		1,000	1,000	1,000	1,000	
		Total FY 1997-2000 Cost				4,000

SEPTA

S012

TRANSIT/RAIL FACILITIES MODERNIZATION

X

This project is the continuation of a program to rehabilitate and modernize selected transit and railroad operating facilities including track renewal, station improvements, signal improvements, yard/track rehabilitation, cable replacement, computer systems, surface bus to block improvements, fare system improvements, and the purchase of ParaTransit vehicles and ParaTransit mobile data terminals.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	779				

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CAP	SEC.9	4,000			
CAP	STA	18,821			
Fiscal Year Total		23,600	0	0	0
		Total FY 1997-2000 Cost		23,600	

SEPTA

S014

STATION ACCESSIBILITY PROGRAM

MODIFICATIONS FOR ADA COMPLIANCE

X

This project will provide for modifications to improve system access at selected railroad and rail transit stations. In accordance with federal regulations, SEPTA has implemented a key station plan whereby accessible facilities are provided at SEPTA's 42 key rail stations. Regional Rail Stations: R1 (Terminals A/B, C/D, E, University City); R2 (Warminster, Roslyn, Chester Transportation Center, Wilmington); R3 (Media, Morton, Neshaminy Falls, Bethayres, Forest Hills); R5 (Exton, Radnor, Ambler, Pennbrook, Lansdale, Doylestown); R6 (Elm Street, Spring Mill, Ivy Ridge, Bala); R7 (Trenton); R8 (Chestnut Hill West, Queen Lane, Fox Chase); and Temple University and Market East on the Regional Rail Division Main Line. High Speed Stations: 69th Street Terminal, 30th Street, 13th Street, 8th Street, Bridge-Pratt Terminal on the Market-Frankford Line, Cecil B. Moore, Olney, Pattison, and Walnut-Locust on the Broad Street Subway Line. Route 100-NHSL: 69th Street Terminal and Norristown Transportation Center.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	100				
CAP	SEC3A	2,400				
CAP	STA	500				
CAP	LOC		100			
CAP	SEC3A		2,400			
CAP	STA		500			
CAP	LOC			100		
CAP	SEC3A			2,400		
CAP	STA			500		
CAP	LOC				100	
CAP	SEC3A				2,400	
CAP	STA				500	
Fiscal Year Total		3,000	3,000	3,000	3,000	
		Total FY 1997-2000 Cost		12,000		

SEPTA

S017

DEBT SERVICE

X

Act 26 funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA:

(1) Payments on Series 1995A and 1995B (Taxable) Bonds, which provided funds for the purchase and renovation of SEPTA's new headquarters at 1234 Market Street and various capital improvement projects.

(2) Payments on Limited Revenue Notes, which provided funds for the buyout of existing bus leases.

(3) Payments on Special Revenue Bonds, which provided funds for the buyout of Bombardier Rail Cars, General Motor Locomotives and Frazer Rail Car Maintenance Shop leases and various other capital improvements.

(4) Anticipated future payments on Special Revenue Bonds, which will provide funds for the acquisition of new Market-Frankford Subway-Elevated cars and various other capital improvements.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
DS	LOC	1,218				

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

DS	STA	35,682			
DS	LOC		1,719		
DS	STA		50,381		
DS	LOC			1,670	
DS	STA			48,930	
DS	LOC				1,554
DS	STA				45,546
Fiscal Year Total		36,900	52,100	50,600	47,100
		Total FY 1997-2000 Cost			186,700

SEPTA

S023

RAIL MOD.

X

MARKET ELEVATED RECONSTRUCTION PROGRAM

MARKET ST. FROM 45TH ST.-E. OF 69TH ST.

REHAB. OF DETERIORATED STRUCTURES

The Market Street Elevated portion of the Market-Frankford Subway Elevated Line operates above Market Street from the vicinity of 45th Street in Philadelphia to the western abutment near Millbourne Station in Millbourne Borough, Delaware County. The Market Street Elevated is a two track, heavy rail guideway supported by recurring structural steel bents totaling approximately 11,000 feet in length. The Market Street Elevated was opened for service in 1907 and is in need of rehabilitation.

The Market Street Elevated Reconstruction Program will provide for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act.

This reconstruction effort will be undertaken through a single column bent approach. The single column bent approach offers substantial benefits to SEPTA and the community, including: reduced costs to maintain the structure due to the high restraint direct fixation system which will be constructed; fewer columns, which will not only further reduce maintenance costs, but will also improve the aesthetics of West Market Street; improved lighting at street level; and safer pedestrian crossing and bus boardings, as passengers will no longer be required to cross traffic to board buses. In addition, this construction effort will complement and assist in the City's Streetscape Plan which proposes to convert Market Street into a two lane road with bike lanes.

West Phila., Upper Darby Twp.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC		660			
CAP	SEC3A		16,000			
CAP	STA		3,340			
CAP	LOC			1,000		
CAP	SEC3A			24,000		
CAP	STA			5,000		
CAP	LOC				1,485	
CAP	SEC3A				36,000	
CAP	STA				7,515	
Fiscal Year Total		0	20,000	30,000	45,000	
		Total FY 1997-2000 Cost			95,000	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

SEPTA

S025

X

Project Description

Location / Narrative

Municipalities

BUS PURCHASE PROGRAM

The new buses will replace thirteen and fourteen year old buses which are beyond their useful life of twelve years. All buses will fully comply with the Americans with Disabilities Act (ADA) requirements. Each bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages.

The long-term impact of the Bus Purchase Program will be to offer dependable service to the riders and to continue the controlled and orderly replacement of aging components of the fleet. In addition, it will have the following benefits to the riding public and SEPTA system:

- Reducing the average age of the bus fleet thus lowering maintenance and operation expenses.
- Allow new technology to be introduced into the fleet gradually.
- Improve accessibility since all new vehicles will fully comply with the Americans with Disabilities Act requirements.
- Attract additional riders with new vehicles and improved service.

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the buses.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
PUR	LOC	940				
PUR	SEC.9	6,720				
PUR	SEC3C	16,000				
PUR	STA	4,740				
PUR	LOC		825			
PUR	SEC.9		20,000			
PUR	STA		4,175			
PUR	LOC			660		
PUR	SEC.9			16,000		
PUR	STA			3,340		
PUR	LOC				660	
PUR	SEC.9				16,000	
PUR	STA				3,340	
Fiscal Year Total		28,400	25,000	20,000	20,000	
		Total FY 1997-2000 Cost				93,400

SEPTA

S028

X

BROAD STREET SUBWAY

SIGNAL SYSTEM MODERNIZATION

This project provides for the modernization of the Broad Street Subway Line (BSS) signal system which dates back to 1928. The project provides for the modernization of the wayside signal system, installation of carborne cab signaling equipment, installation of an Automatic Train Control System, and an Automatic Vehicle Identification System. This new state-of-the-art signal system will enable central control of all interlockings, track switches, and train movements; train overspeed protection with automatic braking; and bi-directional train movements with full signaling. Service on the BSS will be more reliable, more flexible, and will operate with enhanced safety features.

Philadelphia City

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	495				

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

CAP	SEC3A	12,000			
CAP	STA	2,505			
CAP	LOC		825		
CAP	SEC3A		20,000		
CAP	STA		4,175		
CAP	LOC			668	
CAP	SEC3A			16,000	
CAP	STA			3,332	
CAP	LOC				668
CAP	SEC3A				16,000
CAP	STA				3,332
Fiscal Year Total		15,000	25,000	20,000	20,000
		Total FY 1997-2000 Cost			
		80,000			

SEPTA

S030

NORTH PHILADELPHIA TRANSPORTATION CENTER

(SEE PA #9669 & #9670)

X

This project will provide for improvements in the vicinity of Broad Street and Lehigh Avenue in North Philadelphia. The North Philadelphia area is currently served by several SEPTA Regional Rail lines, including Routes R5 Lansdale/Doylestown Line, R6 Norristown Line, R7 Trenton Line and R8 Chestnut Hill West Line; the Broad Street Subway; and City Transit Bus Routes C and 54. SEPTA and AMTRAK's North Philadelphia Railroad Stations are located approximately two blocks north of the Broad Street and Lehigh Avenue intersection and offer SEPTA connections to Chestnut Hill and Trenton and AMTRAK connections to points north and south on the Northeast Corridor. Transit improvements to the area will include the upgrade of the existing facilities and better linkage between all transportation modes.

Major project components include: 1) Renovation of the North Philadelphia Broad Street Subway Station; 2) New passenger facilities for bus routes; 3) New passenger services center; 4) Improved pedestrian connections between transit services; and 5) Improved security.

North Phila.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC	1,200				
CAP	SEC3C	4,800				
Fiscal Year Total		6,000	0	0	0	
		Total FY 1997-2000 Cost				6,000

SEPTA

S032

OPERATING ASSISTANCE

SYSTEMWIDE

X

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
OP	LOC	933				
OP	SEC.9	35,100				
OP	STA	4,667				
OP	SEC.9		12,700			
OP	SEC.9			12,700		
Fiscal Year Total		40,700	12,700	12,700	0	
		Total FY 1997-2000 Cost				66,100

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

SEPTA

S033

Project Description

Location / Narrative

Municipalities

FRANKFORD TRANSPORTATION CENTER

AT BRIDGE-PRATT TERMINAL

RECONSTRUCTION

This project provides for the construction of a new transportation center at the Bridge-Pratt Terminal and the realignment and reconstruction of the elevated structure between Dyre Avenue and Bridge Street. The objectives of the project are to create a functional and user-friendly transportation center that would improve service, provide easier and safer transfers between modes, attract additional riders to SEPTA and provide a focal point for the community. The construction of the Frankford Transportation Center will consolidate the Market Frankford Line and surface route operations and commuter parking into one concentrated area. Pedestrian and vehicle traffic, and transit movements will be integrated to minimize movement conflicts and facilitate passenger access and transfer activities. All of this will be covered through the construction of a station building and parking garage; extensive signal, track, traction power and busway improvements in and around the terminal area; and the realignment of the elevated structure leading to the terminal between Dyre Avenue and Bridge Street.

Northeast Phila.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC				304	
CAP	STA				8,896	
CAP	LOC	295				
CAP	STA	1,493				
CAP	SXF	7,152				
Fiscal Year Total		8,940	0	0	9,200	
Total FY 1997-2000 Cost					18,140	

SEPTA

S052

CITY HALL STATION

ON BROAD STREET SUBWAY LINE

ENGINEERING PHASE OF REHABILITATION

This project will provide for the engineering and rehabilitation of City Hall Station on the Broad Street Subway Line. This station, which was built in 1928, has structurally deteriorated over the years and is in need of repairs and rejuvenation. In addition, the station requires passenger amenity improvements as well as aesthetic enhancements to uplift its overall appearance and appeal. Preliminary and final engineering for this project will undertake the following tasks: 1) analyze pedestrian flow during peak and off peak hours and develop strategies to streamline passenger traffic, 2) develop design scenarios to introduce light and fresh air into station areas and walkways, 3) design improvements for the passageways leading from the station's mezzanine level to the Market-Frankford Line, 4) determine repairs required to rehabilitate the station's structural components, and 5) address ADA accessibility compliance issues. The design of station improvements and repairs will be performed in coordination with the City of Philadelphia's "Master Plan for City Hall" and previous design and structural studies performed by SEPTA.

Philadelphia City

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		167			
ENG	STA		4,833			
Fiscal Year Total		0	5,000	0	0	
Total FY 1997-2000 Cost					5,000	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

SEPTA

S053

Project Description

Location / Narrative

Municipalities

LIGHT RAIL ROLLING STOCK ACQUISITION

PURCHASE OF LIGHT RAIL VEHICLES FOR
SERVICE ON LIGHT RAIL SYSTEM

This program will support the acquisition of vehicles for use throughout SEPTA's light rail network. One element of this program consists of the acquisition of low-floor, articulated light rail vehicles. These new vehicles will be operated on SEPTA's light rail system including Subway-Surface light rail lines. The use of articulated vehicles on Subway-Surface lines will allow for improved peak service capacity and will reduce overcrowding. With the delivery of new articulated vehicles, SEPTA will rehabilitate existing Kawasaki light rail vehicles to a like new condition for start-up of the Girard Avenue Light Rail Line. The Rail Rolling Stock Acquisition project will also provide for the purchase of vehicles required to support the Schuylkill Valley Metro Line. All vehicles acquired through this program will incorporate state-of-the-art technology along with passenger amenities to ensure overall safety, security and passenger comfort. The new vehicles will be equipped with an automatic climate control system and an audio/visual communications system which will include interior "next station stop" signs, external designation signs, and an on-board public address system. In addition, all vehicles will fully comply with the American with Disability Act (ADA) requirements.

Philadelphia City

SEPTA

Phase	Fund
PUR	LOC
PUR	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		83			
		2,417			
Fiscal Year Total	0	2,500	0	0	
Total FY 1997-2000 Cost				2,500	

SEPTA

S054

REGIONAL RAIL & SUBURBAN TRANSIT

SYSTEMWIDE

REPAIR BRIDGES AND STRUCTURES

This project provides for the reconstruction of the section of SEPTA's Regional Rail Mainline between the upper level of 30th Street Station and Suburban Station at 16th and John F. Kennedy Blvd. This one mile long segment of infrastructure is located in the Center City zone of Philadelphia. Originally constructed in 1929 by the Pennsylvania Railroad, this portion of the commuter rail system supports all of SEPTA's commuter rail routes. Every weekday, more than 500 trains traverse this segment of infrastructure. The scope of work will consist of the rehabilitation of five bridges; the rehabilitation of electric traction power system; and related signal, track and communications improvements.

This project also provides for the upgrade of track and signal structures on SEPTA's commuter rail Mainline between Wayne Junction in the Germantown section of Philadelphia and Glenside in Montgomery County. This 7.5 mile section of track is the northern-most section of the Main Line between 30th Street Station and Glenside and is a strategic link in SEPTA's commuter rail system over which five Regional Rail lines operate. An average of 240 scheduled revenue trains operate each weekday over the Wayne Junction to Glenside segment of track. Project elements include the construction of new motor alternator substations for the generation of signal power; the upgrade of the signal system between Wayne Junction and Glenside; the rehabilitation and reconfiguration of four major interlockings; tie renewal; and drainage improvements and other civil work between all interlockings. These improvements will support a proposed increase in the maximum allowable speeds to 60 miles per hour.

SEPTA

Phase	Fund
CAP	LOC
CAP	SEC.9

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
			33		
			800		

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP #	Project Description	
PMS #	Location / Narrative	
Air Quality Code	Municipalities	
Sponsor		
CAP	STA	167
CAP	LOC	231
CAP	SEC.9	5,600
CAP	STA	1,169
Fiscal Year Total		0
		0
		1,000
		7,000
Total FY 1997-2000 Cost		8,000

SEPTA

S055

MARKET-FRANKFORD AUTOMATIC TRAIN CONTROL

PURCHASE AND INSTALLATION OF NEW AUTOMATIC TRAIN CONTROL SIGNAL SYSTEM

X

This project provides for the construction of an automatic train control (ATC) signal system for the Market-Frankford Subway-Elevated (MFSE) Line to replace the existing system which is obsolete. The ATC system will be state-of-the-art and enable central control of all interlockings, track switches, and train movements. The system will also provide train overspeed protection with automatic braking, as well as bi-directional train movements with full signaling. The ATC system will enable service on this line to be more reliable and flexible and to be operated with enhanced safety features.

Philadelphia City, Upper Darby Twp.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC	333				
CAP	SEC.9	8,000				
CAP	STA	1,667				
CAP	LOC			825		
CAP	SEC.9			20,000		
CAP	STA			4,175		
CAP	LOC				594	
CAP	SEC.9				14,400	
CAP	STA				3,006	
Fiscal Year Total		10,000	0	25,000	18,000	
Total FY 1997-2000 Cost					53,000	

SEPTA

S060

TY1996BM

RAIL STATION AND PARKING IMPROVEMENTS

This project provides for the rehabilitation of rail stations including parking, signage, lighting, station facilities and parking expansion. In total, there are 280 stations and 233 parking facilities which are maintained by SEPTA. While capital improvements to stations and parking facilities have been made in the past, this program will establish an annual plan to bring stations and parking facilities into a state of good repair. As part of this plan, SEPTA will aggressively pursue opportunities to expand parking availability in the five-county service area. Currently, there are 49 regional rail stations where parking facilities are 95 to 100 percent filled on a daily basis. Prior funding for parking expansion projects will resolve some of these parking limitations, but many more locations need to be addressed. By providing additional parking, SEPTA will be better able to attract new rail commuters, thus increasing the Authority's operating revenue and further assisting in the mitigation of traffic congestion and air pollution for the region.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC		103			
CAP	STA		2,997			
Fiscal Year Total		0	3,100	0	0	
Total FY 1997-2000 Cost					3,100	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

SEPTA

S065

Project Description

Location / Narrative

Municipalities

ALTERNATIVE FUEL BUSES

FRONTIER DIVISION - ACQUIRE UP TO 100

ALTERNATIVE FUELED BUSES

This project consists of the acquisition of approximately seventy to one hundred buses to serve suburban routes originating out of SEPTA's Frontier Division Bus Facility. These buses will be operated with alternative fuel - most likely compressed natural gas. CMAQ funds will cover the incremental cost of acquiring alternative fuel buses, modifications to the Frontier garage to accommodate the buses, and the construction of a Frontier Division alternative fuel fueling station.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
PUR	LOC	330				
PUR	SEC3C	8,000				
PUR	STA	1,670				
Fiscal Year Total		10,000	0	0	0	
Total FY 1997-2000 Cost					10,000	

SEPTA

S067

SUBWAY/SURFACE SIGNAL IMPROVEMENTS

This project provides for improvements to the signal system of SEPTA's Subway/Surface Lines.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC				66	
CAP	STA				1,934	
Fiscal Year Total		0	0	0	2,000	
Total FY 1997-2000 Cost					2,000	

SEPTA

S068

ASSOCIATED CAPITAL MAINTENANCE

VEHICLE OVERHAUL PROGRAM

X

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC	500				
CAP	SEC.9	12,000				
CAP	STA	2,500				
Fiscal Year Total		15,000	0	0	0	
Total FY 1997-2000 Cost					15,000	

SEPTA

S069

TOOLS AND EQUIPMENT

USED IN OVERHAUL OF BUS AND RAIL FLEET

JOYCE JACKS, HYDRAULIC SHEAR, ETC.

X

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC	53				
CAP	SEC.9	1,280				
CAP	STA	267				
Fiscal Year Total		1,600	0	0	0	
Total FY 1997-2000 Cost					1,600	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

SEPTA

S070

Project Description

Location / Narrative

Municipalities

BROAD ST. SUBWAY STATION IMPROVEMENTS

WALNUT-LOCUST, GIRARD, FAIRMOUNT,
FAIRMOUNT SPUR, AND SPRING GARDEN

This project will provide for the engineering and construction of improvements to five stations on the Broad Street Subway Line. The stations to be improved are: Girard, Fairmount, Spring Garden, and Walnut-locust on the Broad Street Line and Fairmount on the Ridge Avenue Spur. These stations were originally constructed between 1928 and 1932 and are showing signs of disrepair and deterioration due to their age and use.

Station elements to be improved by this project include lighting; wall, floor and ceiling finishes; passenger amenities; signage, and passenger control and cashier facilities. Materials installed at these stations will be easy to maintain, have a long life expectancy, and possess vandal resistant qualities. These improvements will convert the five stations into modern, attractive, well-illuminated, functional and secure transit facilities.

Philadelphia City

SEPTA

Phase	Fund
CAP	LOC
CAP	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		33			
		967			
Fiscal Year Total	0	1,000	0	0	
Total FY 1997-2000 Cost				1,000	

SEPTA

S071

EASTWICK TRAIN STATION - ENGINEERING &

INITIAL CONSTRUCTION OF NEW R-1 STATION
IN VICINITY OF BARTRAM AVE. AND 84TH ST.

This project will provide for the engineering and construction of a new train station and parking facility for the Regional Rail R1-Airport Line. The station will be built in the vicinity of Bartram Avenue and 84th Street, which is located in the Eastwick Section of the City of Philadelphia. The new Eastwick rail station will serve as a transit hub for the Eastwick and Airport areas. Surface transit routes, which will service the station, include the Route 37, Route 108, and Route 303 (Broad and Oregon Streets to PNC Bank Eastwick Center). Planning is currently underway to provide additional circulator service to Airport Hotels, Airport Business Centers and the United Parcel Service (UPS).

This station will offer the residents of the Eastwick area and Delaware County and employees of surrounding businesses a needed improvement to their transportation options. Furthermore, it will encourage a reduction in automobile commuting and consequently will result in traffic congestion relief and air pollution mitigation.

The station will be designed and built with features that ensure passenger comfort, safety and security. High level platforms will allow for easy boarding and exiting of trains. Canopies and windscreens will be installed to provide protection from outside elements. An overpass will be built to allow for access to both platforms from either side of the station. An off-street parking facility will be made available for approximately 100-150 cars. In addition, circulation and drop-off lanes will be constructed for cars and buses. The station and parking facility will comply with the requirements of the Americans with Disability Act of 1990.

Philadelphia City

SEPTA

Phase	Fund
CAP	LOC
CAP	STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		33			
		967			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	1,000	0	0
Total FY 1997-2000 Cost				1,000

SEPTA

S072

X

NEW INITIATIVES PROGRAM

This program will provide for the development, design and implementation of new initiatives within the five county SEPTA service area. Through this program, SEPTA will be able to address the transit needs of newly emerging public transit markets, as well as expanding service to existing markets. As the demographics and needs of the region change, SEPTA must be in the position to capitalize and respond to these changes, so that the Authority can provide its customers with quality, convenient and efficient public transit service.

Project elements of the program will include such activities as new route evaluations, public outreach sessions, consultant studies and designs, and vehicle acquisitions. A preliminary listing of new service initiatives under review by SEPTA is as follows:

- Penn's Landing/Columbus Boulevard Service
- Naval Base Service
- Manayunk Main Street Circulator
- Northeast Philadelphia Industrial Centers Circulator
- Philadelphia's International Airport Area Circulator
- Center City Tourist/Convention Center Service
- Circulator routes to area business, shopping and educational centers

SEPTA

Phase Fund
CAP LOC
CAP STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		167			
		4,833			
Fiscal Year Total	0	5,000	0	0	
Total FY 1997-2000 Cost				5,000	

SEPTA

S073

TN2005AM

GIRARD AVENUE LIGHT RAIL PROGRAM

RESTORATION OF LIGHT RAIL SERVICE ON
ROUTE 15

This project will provide for the engineering and construction of improvements for the Girard Avenue Light Rail Line (Route 15). This rail line, which was temporarily converted to a bus operation in 1992, runs 8.2 miles from Westmoreland and Richmond Streets in North Philadelphia to 63rd Street and Girard Avenue in West Philadelphia. The introduction of a modern light rail service on Girard Avenue offers many benefits to SEPTA and to the City of Philadelphia including improved transit service and the mitigation of air pollution.

Improvements that will be made to the infrastructure on Girard Avenue include: 1) renewal of track and overhead wire facilities, 2) renewal and upgrading of the power supply system to accommodate power requirements of light rail vehicles, and 3) implementation of selected "Transit First" Improvements. To improve service reliability and speed, Transit First improvements will include preemptive or preferential traffic signaling, exclusive transitway where possible, and improved transit stops designed to speed customer boarding/alighting and deter cars from illegally parking in the right of way. In addition, this project will provide for the retrofitting and modernization of bays at SEPTA's Callowhill vehicle maintenance facility to accommodate the storage and maintenance of light rail vehicles.

Philadelphia City

SEPTA

Phase Fund
CAP LOC
CAP STA

Current Program Schedule and Cost Summary					Later FYs
	FY97	FY98	FY99	FY00	
		250			
		7,250			

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Sponsor

Project Description

Location / Narrative

Municipalities

Fiscal Year Total	0	7,500	0	0
Total FY 1997-2000 Cost				7,500

SEPTA

S074

SCHUYLKILL VALLEY METRO

MIS AND DEIS

X

A Feasibility Assessment Study is currently underway for the Schuylkill Valley Metro project. The Study is examining the possible conversion of SEPTA's R6 Regional Rail line to various transportation alternatives, including light rail service. In addition, the Study is examining the expansion of the line in order to address the intra-suburban and city to suburbs commuting needs of the region. The study area includes Center City Philadelphia, to Norristown, Montgomery County, and westward to Perkiomen Junction and Oaks to the US 422 Expressway. In a joint venture with the Berks Area Reading Transportation Authority (BARTA), the feasibility study extends into the Reading/West Reading area of Berks County.

The corridor parallels the Interstate 76 Schuylkill and Route 422 Expressways, which are extremely congested in peak hours and at other times during the day. The Schuylkill Valley Metro line would provide an alternative to highway usage. The decrease in cars not only reduces traffic congestion within the corridor but also reduces air pollution resulting in cleaner air for the entire region.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
ENG	LOC		167			
ENG	STA		4,833			
Fiscal Year Total		0	5,000	0	0	
Total FY 1997-2000 Cost					5,000	

SEPTA

S075

RAIL BRIDGE IMPROVEMENT PROGRAM

X

There are 323 Railroad and 75 Suburban Transit bridge structures on SEPTA-owned track. Many of these bridges are exhibiting signs of excessive wear, structural deterioration and advanced age. Years of deferred maintenance by the former operating systems, coupled with a lack of adequate capital resources, have resulted in a network of bridges that are in need of a major rehabilitation effort. SEPTA bridges have been inspected in order to ascertain their structural condition. The Rail Bridge Improvement Program is intended to restore SEPTA's bridges to a state of good repair and decrease the expenses to maintain older facilities. Funding is required to rehabilitate/replace the following bridges: R3 Media/Elwyn - Bridges 2.25, 3.43, 7.65, and 11.27; R8 Chestnut Hill West - Bridges 0.06, 0.35, 1.17, and 1.26; and R2 Warminster - Bridge 5.74.

SEPTA

Phase	Fund	Current Program Schedule and Cost Summary				Later FYs
		FY97	FY98	FY99	FY00	
CAP	LOC		17			
CAP	STA		483			
Fiscal Year Total		0	500	0	0	
Total FY 1997-2000 Cost					500	

FY 1997-2000 Transportation Improvement Program

DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Project Description

Location / Narrative

Municipalities

Sponsor

SEPTA

S076

X

TRACK IMPROVEMENT PROGRAM

This project provides for the renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; grade crossings and right-of-way improvements. SEPTA's railroad and rail transit service operates over 372 miles of track. SEPTA is responsible for the maintenance and improvement of 242 miles of this track system. While many track improvements have been completed or are in progress, there are sections of track which have exceeded their useful lives and are in need of replacement or renewal. This program will improve passenger comfort, operating efficiency, and reliability of the track system. Program elements will include activities such as the replacement of single track structures and ties and the installation of welded rail.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC		20			
CAP	STA		580			
Fiscal Year Total		0	600	0	0	
Total FY 1997-2000 Cost					600	

SEPTA

S077

X

ENVIRONMENTAL CLEAN UP PROGRAM

The Environmental Clean Up and Protection Program provides for the removal of PCBs and asbestos in shops, garages, buildings, and substations. SEPTA has advanced the following project elements through this program:

- PCB Transformer Retrofill Program - retrofill of polychlorinated biphenyls (PCB) transformers to non-PCB classification in accordance with EPA regulations in transformer rooms serving SEPTA's City Transit Division including the Subway-Elevated System and Light Rail System, and SEPTA's Railroad and Suburban Transit Divisions.
- Transformer Room Modernization Program - engineering/design and construction at selected SEPTA transformer rooms in accordance with EPA regulations including removal of existing liquid-filled transformers; provision of new dry-type cast coil transformers and related electrical equipment; and room modifications, room relocations, room expansions, or new rooms to provide an adequate and safe PCB free environment.
- Paoli Shop and Yard Cleanup Program - the Paoli Shop and Yard Complex is contaminated with Polychlorinated Biphenyls (PCB). The Environmental Protection Agency (EPA) has named the Paoli complex as a superfund site.

Additional elements of the Environmental Clean Up and Protection Program will consist of environmental cleanup at locations within SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions, as well as locations where SEPTA has been assigned a portion of the cleanup costs by government agencies.

SEPTA

		Current Program Schedule and Cost Summary				Later FYs
Phase	Fund	FY97	FY98	FY99	FY00	
CAP	LOC		333			
CAP	STA		9,667			
Fiscal Year Total		0	10,000	0	0	
Total FY 1997-2000 Cost					10,000	

FY 1997-2000 Transportation Improvement Program DVRPC Pennsylvania Subregion

Reaffirmed - July 24, 1997

County

TIP

PMS #

Air Quality Code

Project Description

Location / Narrative

Municipalities

Sponsor

SEPTA

S078

VEHICLE MAINTENANCE

PAYMENT OF COSTS ASSOCIATED WITH

REHABILITATION OF ROLLING STOCK

This activity provides for the payment of vehicle maintenance costs associated with the rehabilitation of SEPTA's rolling stock, including, but not limited to, advance design buses, light rail vehicles, regional rail commuter cars and high speed rail cars. Based on Federal Transit Administration guidelines, effective April 1, 1996, grantees, such as SEPTA, may use federal capital assistance to pay for vehicle maintenance expenses.

X

SEPTA

Phase	Fund
CAP	LOC
CAP	SEC.9
CAP	STA

Fiscal Year Total

Current Program Schedule and Cost Summary

FY97

FY98

FY99

FY00

Later FYs

500

12,000

2,500

0

15,000

0

0

Total FY 1997-2000 Cost

15,000

**Pennsylvania Subregion
FY 1997 - 2000 TIP**

**PA Caucus of DVRPC Board
Candidate Projects**

**DVRPC FY1997-2000
Transportation Improvement Program
Candidate Projects**

County	Project	Phase	Cost (000)	Cumulative Cost (000)
Chester	PA 3, West Chester Pike	Con.	\$3,350	\$3,350
Mont.	PA 309 Expressway	FD	\$13,400	\$16,750
Bucks	Route 202 Section 700	FD	\$14,000	\$30,750
Bucks	PA 413 Widening	Con.	\$15,500	\$46,250
Delaware	PA 291 Reconstruction	Con.	\$8,000	\$54,250
Delaware	US 322	PE	\$3,800	\$58,050
SEPTA	Wayne to Glenside, Package 1	Con.	\$2,000	\$60,050
Bucks	PA 413/I-95 SB Ramp	Con.	\$16,800	\$76,850
SEPTA	Frankford Transportation Center	Con.	\$10,000	\$86,850
Delaware	US 322	ROW	\$3,600	\$90,450
Phila.	Roosevelt Extension	Con.	\$40,000	\$130,450
Mont.	PA 309 Off Route Improvements	Con.	\$5,000	\$135,450
Regional	I-95 - Phase 1	Con.	\$75,200	\$210,650
SEPTA	Regional Park and Ride Program	Con.	\$10,000	\$220,650
SEPTA	Wayne to Glenside, Package 2	Con.	\$32,000	\$252,650
SEPTA	Media/West Chester Bridges	Con.	\$2,000	\$254,650
SEPTA	30th St. to Suburban, Bridges	Con.	\$34,000	\$288,650
SEPTA	Control Center - Phase 1	Con.	\$4,000	\$292,650
SEPTA	Wayne to Glenside, Package 4	Con.	\$10,000	\$302,650
SEPTA	Wayne to Glenside, Package 3	Con.	\$1,000	\$303,650
Chester	Route 202 Section 100	FD	\$7,000	\$310,650
Phila.	Chestnut St./Market St./Penns L.	PE	\$200	\$310,850
Chester	US 30/PA 113 Interchange	Con.	\$2,800	\$313,650
Phila.	Front Street/2nd Street	Eng.	\$150	\$313,800
Regional	I-95 - Phase 2	Con.	\$24,800	\$338,600
Mont.	PA 309 Expressway	ROW	\$10,500	\$349,100
Phila.	N. Broad St./Avenue of Arts	PE	\$400	\$349,500
Bucks	County Line Rd. Widening	FD	\$1,800	\$351,300
SEPTA	Media/West Chester Bridges - Phase 2	Con.	\$5,000	\$356,300
Bucks	PA 611/Broad St. Ramps	Con.	\$1,800	\$358,100
Delaware	US 322	Con.	\$35,600	\$393,700
SEPTA	Control Center - Phase 2	Con.	\$75,000	\$468,700
Chester	US 30 Bypass Reconstruction	PE	\$3,000	\$471,700
Mont.	PA 309 Exp. - Ft. Wash. Inter.	Con.	\$54,300	\$526,000
Chester	Chestnut St. Bridge	PE	\$500	\$526,500
Chester	PA 41	FD	\$8,000	\$534,500
Delaware	PA 252	PE	\$250	\$534,750
SEPTA	LRV Infrastructure Improvements	Con.	\$26,000	\$560,750
Regional	I-95/Turnpike Interchange	PE	\$4,000	\$564,750
Regional	CMS Line Item	Con.	\$5,000	\$569,750
SEPTA	Suburban Station Improvements	Con.	\$22,000	\$591,750
Delaware	I-476 CMS/MIS	Study	\$750	\$592,500
Phila.	Chestnut St. Transitway	Con.	\$10,800	\$603,300
Bucks	PA 132, Street Rd./I-95 Int.	Con.	\$450	\$603,750
SEPTA	Chestnut Hill W/Warm. Bridges	Con.	\$9,000	\$612,750
Bucks	Route 309/663/313 Intersection	Con.	\$800	\$613,550
Chester	PA 52 Relocation	FD	\$300	\$613,850
Chester	US 202 Section 100	ROW	\$5,000	\$618,850
Delaware	PA 252	ROW	\$250	\$619,100
Chester	Valley Willow Bridge	E/ROW	\$160	\$619,260
Delaware	MacDade/Fairview Channel.	E/ROW	\$375	\$619,635
Mont.	PA-309 Exp. - South Section	Con.	\$47,800	\$667,435
Bucks	PA 132 Signal Improvements	Con.	\$1,800	\$669,235
Mont.	US 202 Section 600	FD	\$4,000	\$673,235
Mont.	US 202 Section 700	ROW	\$36,000	\$709,235

**New Jersey Subregion
FY 1998 - 2002 TIP**

DVRPC Highway Projects

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Burlington

0014A Traffic Signal 16

713 Traffic Signal Contract 16; Routes 70, 30, 38 & 73
T2005BO Implementation of computerized traffic signal system for this group of three heavily-travelled South Jersey highways which will tie in with the Route 73 traffic signal project.
Various

Congestion Management

CPM: Rollo / Inverso

	1998	1999	2000	2001	2002
CON NHS					30.000

Total FY98-02 Cost \$30.000

Burlington

1027 CR 563 Greenbank Road Bridge

L028 Greenbank Road Bridge over Mullica River, rehabilitation
X Reconstruction of the single-leaf bascule bridge, which currently has a sufficiency rating of 5.0. The rehabilitated structure will carry two 10-foot travel lanes and 7-foot shoulders. The existing structure carries two 8-foot travel lanes with no shoulders.
Washington Twp., Mullica Twp.

Bridge Preservation

CPM: Rollo / Patel

	1998	1999	2000	2001	2002
ROW BRIDGE-OFF		0.050			
CON BRIDGE-OFF			2.830		

Total FY98-02 Cost \$2.880

Burlington

1181A-B 9 17B

077 Bridge over Bass River, replacement
X Replacement of the existing structure which carries two 10-foot travel lanes with no shoulders. The new structure will carry two 12-foot travel lanes with two 10-foot shoulders.
Bass River Twp.

Bridge Preservation

CPM: Gramlich / Hellman

	1998	1999	2000	2001	2002
DES BRIDGE	0.650				
ROW BRIDGE			0.500		
CON BRIDGE				5.000	
CON BRIDGE					5.000

Total FY98-02 Cost \$11.150

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Burlington

1231 206 (39)
9208 Old York Road and Rising Sun Road, Route I-295 to Route 68, operational improvements
X Construction of a new connector road between Rising Sun Road and Route 206 and pavement rehabilitation on Old York Road and Rising Sun Road to accommodate heavy traffic between Route I-295 and Interchange 7 of the New Jersey Turnpike.
Bordentown Twp.

Congestion Management

CPM: Rollo / Bousenberry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.700				
ROW	STATE		1.000			
CON	STP				7.450	

Total FY98-02 Cost	\$9.150
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Burlington

1288 CR 628 Jacksonville-Hedding Road Bridge
L148 Jacksonville-Hedding Road Bridge over Assiscunk Creek, replacement
X Replacement of bridge (Structure No. 03D3002) will consist of prestressed concrete box beams and concrete deck on new reinforced concrete abutments. Pavement width will include two 12-foot travel lanes and two 3-foot shoulders. All work is expected to be performed within existing right of way.
Springfield Twp., Mansfield Twp.

Bridge Preservation

CPM: Rollo / DiBenedetti

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	BRIDGE-OFF	2.985				

Total FY98-02 Cost	\$2.985
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Burlington

1290 Vincentown-Retreat Road Bridge
L134 Vincentown-Retreat Road Bridge over south branch of Rancocas Creek, replacement
X Replacement of the existing deficient bridge, which has a sufficiency rating of 33.4 out of 100.
Southampton Twp.

Bridge Preservation

CPM: Rollo / Bousenberry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	BRIDGE-OFF	0.150				
CON	BRIDGE-OFF		0.800			

Total FY98-02 Cost	\$0.950
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

1291 CR 641 Lumberton-Vincentown Road Bridge

L132 Lumberton-Vincentown Road Bridge over South Branch of Rancocas Creek, replacement

X The existing structure carries two 11-foot travel lanes with 4-foot shoulders. The proposed structure will carry two 12-foot travel lanes with 3-foot shoulders. The poor sight distance of the eastbound bridge approach will be corrected. The sufficiency rating of this structure is 33.4.
Southampton Twp.

Bridge Preservation

CPM: Rollo / Bousenberry

		1998	1999	2000	2001	2002
ROW	BRIDGE-OFF	0.100				
CON	BRIDGE-OFF		1.100			

Total FY98-02 Cost \$1.200

Burlington

1292 Marlton Pike Bridge

L133 Marlton Pike Bridge over Southwest branch of Rancocas Creek, replacement

X Replacement of off-system bridge.
Evesham Twp.

Bridge Preservation

Local: /

		1998	1999	2000	2001	2002
ROW	BRIDGE-OFF	0.050				
CON	BRIDGE-OFF		1.000			

Total FY98-02 Cost \$1.050

Burlington

1296 CR 636 Creek Road

L019 Creek Road from Moorestown-Bridgeboro Road (CR 613) to Centerton Road, including improvement of Creek and Ark Roads, rehabilitation

T1996BM Rehabilitation of existing roadway, including replacement of culverts and intersection safety improvements.
Delran Twp., Moorestown Twp., Mt Laurel Twp.

Local Aid

CPM: Rollo / Patel

		1998	1999	2000	2001	2002
DES	STP-STU	1.500				

Total FY98-02 Cost \$1.500

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

1301

CR 542 Wading River Bridge

D95006 CR 542 Bridge over Wading River, replace pilings and bulkhead

X Replacement of pilings and bulkhead.

Bass River Twp., Washington Twp.

Bridge Preservation

Local: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	BRIDGE-OFF	0.100				
CON	BRIDGE-OFF		2.700			

Total FY98-02 Cost	\$2.800
--------------------	---------

Burlington

1302

Hartford Road

D95083 Route 38 to NJIT entrance, rehabilitation

X Roadway rehabilitation and reconstruction to improve vertical and horizontal geometry, including rehabilitation of small bridge.

Mt. Laurel Twp.

Local Aid

Local: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	STP-STU	0.050				
CON	STP-STU		2.000			

Total FY98-02 Cost	\$2.050
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Burlington

1306C

Burlington Handicap Ramps, Phase III

D9802 Handicap Ramps, Phase III

X Burlington County will continue the construction of Americans with Disabilities Act mandated handicap ramps at county road intersections and at intersections of county roads with municipal streets.

Various

Local Aid

Burlington Cty.: Burlington Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU	0.400				

Total FY98-02 Cost	\$0.400
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

1315A-B

73 3P

9163

Route I-295 to Commerce Parkway, operational improvements

T2005BO

Intersection improvements at the Fellowship Road, Church Road, and Atrium Way intersections with Route 73. The Fellowship Road intersection will eliminate the ramp on the southwest corner and construct a ramp on the northwest corner. Route 73 and Church Road will be slightly realigned at the intersection and a two-way ramp will be located on the northwest corner and two ramps will be located on the southeast corner. A forward jughandle will be located on the northbound side of Route 73 at Atrium Way.

Evesham Twp., Mount Laurel Twp.

Congestion Management

CPM: Rollo / Patel

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS			0.300		
ROW	STATE				8.500	
CON	NHS					10.900

Total FY98-02 Cost \$19.700

Burlington

1318A-D

Burlington Traffic Sign Management

D035

Traffic sign management program, Burlington County

X

Implementation of a Traffic Sign Management Program for all county-maintained roadways. It will involve inventory, material procurement, sign fabrication, sign installation, and establishment and maintenance of records.

Various

Local Aid

Burlington Cty.: Burlington Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU		0.875			
EC	STP-STU			0.875		
EC	STP-STU				0.875	

Total FY98-02 Cost \$2.625

Burlington

1322

Burlington Computerized Signal Control, Phase III

D9801

Improved signalization at 13 county intersections

T1996BO

This traffic-responsive, coordinated signal system project consists of thirteen intersections, 12 on Beverly-Rancocas Road (CR 626), 1 on Woodlane Road (CR 630), as well as 2 school flashers.

Local Aid

Burlington Cty.: Burlington Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU		1.000			

Total FY98-02 Cost \$1.000

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION
 dbnum Municipalities
 Air Quality Code
 Program Category
 Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
<u>Burlington</u>						
1323	73 70 (5)					
567	Marlton Circle, elimination					
	Elimination of the Marlton Circle at the intersection of Route 70 and Route 73.					
	Evesham Twp.					
Congestion Management						
CPM: Rollo / Inverso						
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP	0.500				
ROW	STP		5.500			
CON	STATE				7.500	
		</				

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Camden

0049A-E TMA, Cross County Connection

X43B
X

Funding of Cross County Connection (CCC), Transportation Management Association (TMA). The types of initiatives which CCC will participate in includes ridesharing information services, transit development and promotion, and other incentive and demonstration programs in transportation demand management.

Various

Congestion Management

Planning: Beetle / Pivovar

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	CMAQ	0.400				
EC	CMAQ		0.400			
EC	CMAQ			0.440		
EC	CMAQ				0.440	
EC	CMAQ					0.440

Total FY98-02 Cost \$2.120

Camden

2008B-D 30 130 1J 13D

155
X

Collingswood Circle elimination

The project includes realignment of the northbound approach, reverse loops for left turns, new signalization, new barrier curb installation, construction of a new pedestrian overpass, construction of drainage improvements, and complete replacement of two existing bridge decks.

Collingswood Boro, Camden City

Congestion Management

CPM: Gramlich / Lambert

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	NHS	0.500				
CON	NHS		10.000			
CON	NHS			10.000		

Total FY98-02 Cost \$20.500

Camden

2232A-D 30 11A

157
X

Bridges over Atlantic City Line and Albertson's Branch, replacement

Replacement of two existing structures which carry four 10-foot lanes and a 6-foot sidewalk. The new structures will carry four 12-foot lanes and two 14-foot shoulders. The 14-foot shoulders will provide bicycle lanes as well as room for a new median barrier curb.

Winslow Twp.

Bridge Preservation

CPM: Gramlich / N. Kasbekar

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	BRIDGE			7.000		
CON	BRIDGE				7.450	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$14.450
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Camden

2239 Camden County Pedestrian/Bicycle Extensions

X185E

X Two bikeway extensions at Haddon and Newton Lakes providing linkage to NJ TRANSIT and Highspeed rail line.
Collingswood Boro, Audubon Boro, Haddon Twp.

Intermodal Programs

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STP-TE		0.100			

Total FY98-02 Cost	\$0.100
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Camden

2241 30 (17)

X223 West of Oak Avenue to east of Jefferson Avenue, rehabilitation

X Resurfacing and safety improvements.
Lawnside Boro, Magnolia Boro

Roadway Preservation

CPM: Gramlich / Hellman

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.131				
CON	NHS		3.500			

Total FY98-02 Cost	\$3.631
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Camden

2242 42 Roadside Rehabilitation Program

X200S Atlantic City Expressway to Route I-295, roadside rehabilitation

X Rehabilitation of the roadside area, including installation of low maintenance landscaping and other improvements.
Various

Quality of Life

CPM: Gramlich / Felix

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-TE			0.100		

Total FY98-02 Cost	\$0.100
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Camden

2243 168 (1)
X227 Route I-295 to Haddon Avenue/Sixth Avenue, rehabilitation
X Resurfacing and safety improvements.
Mt. Ephraim Boro, Haddon Heights

Roadway Preservation

CPM: Gramlich / Scancella

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP	0.300				
ROW	STP		0.500			
CON	STP				3.400	

Total FY98-02 Cost	\$4.200
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Camden

2256 CR 537 Federal Street Bridge
L025 Federal Street Bridge over Cooper River, rehabilitation
X Bridge rehabilitation, including deck and stringer replacement, superstructure repairs, a new bridge seat within the existing east abutment, and historic preservation.
Camden City

Bridge Preservation

CPM: Gramlich / Scancella

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	BRIDGE-OFF		1.455			

Total FY98-02 Cost	\$1.455
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Camden

2296A-B 76 295 3N 2V 11G
94005 Walt Whitman Bridge to Route 73, noise barriers
X Type II Noise Barriers along Route I-76 and Route I-295, for a total length of approximately 18 linear miles.

This project is funded as a multiyear project under the provisions of Section 13 of P.L. 1995, c.108.
Various

Quality of Life

CPM: Rollo / McGrosky

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STATE	15.000				
CON	STATE		4.000			

Total FY98-02 Cost	\$19.000
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Camden

2316 Camden City Traffic Sign Management Program

D134 Sign Management Program, City of Camden
X Development and implementation of a system to inventory, maintain, and install or replace traffic signs on City of Camden roadways to benefit residents, tourists, and transit users.
Camden City

Local Aid

Local: Camden City /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU	0.215				
EC	STP-STU		1.179			
EC	STP-STU			0.205		

Total FY98-02 Cost	\$1.599
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Camden

2324A-B Camden Traffic Sign Management Program

D031 Sign Management Program, Camden County
X Development and implementation of a system to inventory, maintain, and install or replace traffic signs on 400 miles of Camden County roadways.
Various

Local Aid

Local: Camden Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU	1.250				
EC	STP-STU		0.385			

Total FY98-02 Cost	\$1.635
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Camden

2340A 295 42 Study A (Missing Moves)

355A Proposed Ramps between Route I-295 and Route 42 (Study A)
T2005AM Proposed construction of a new ramp between Route I-295 and Route 42 to provide for missing movements. The ramps will tie into Route 42 at milepost 13.30.
Bellmawr Boro

Congestion Management

CPM: Rollo / McGrosky

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP		1.000			
ROW	STP			3.000		
CON	STP					10.000

Total FY98-02 Cost	\$14.000
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Camden

2340B 295 42/I-76 (5)

355 Route I-295/42/I-76 Interchange, proposed improvements (Study B)
T2005AM Development of a project for construction of a proposed viaduct facility to carry Route I-295 directly through the interchange with Route I-76 and Route 42, relieving a major regional traffic bottleneck. This project will eliminate hazardous weaving which currently occurs between Route 42 and Route I-295. Route I-295 currently carries four travel lanes; the final configuration will also carry four travel lanes.
Bellmawr Boro, Mount Ephraim Boro

Congestion Management

Rollo: McGrosky /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP		2.000			
DES	STP			3.000		
ROW	STP				1.000	
CON	STATE					110.000

Total FY98-02 Cost \$116.000

Camden

2341 73 130 Drainage Improvements

96001 Route 73: Taunton Avenue and Chestnut Avenue; Route 130: Baldwin Run; Westfield Avenue, drainage improvements
X Drainage improvements on Route 73 at Taunton Avenue and Chestnut Avenue, Route 130 at Baldwin Run, and Route 130 at Westfield Avenue to alleviate periodic flooding.
Berlin Twp., Berlin Boro, Pennsauken Twp.

Roadway Preservation

CPM: Gramlich / Pennell

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.380				
ROW	STP		0.050			
CON	STP			0.420		

Total FY98-02 Cost \$0.850

Camden

2342 Pinehurst Extension

97100 Pinehurst Avenue Extension
X The project will extend Pinehurst Avenue from its current terminus across Route 30 and extending approximately 1,000 feet into Waterford Township. A jughandle will also be constructed to provide safe left turns via signalization. The roadway will interconnect with the Atco Multiplex theater and the existing service roadway which provides access to the NJ TRANSIT Atco train station. The project is proposed to be funded by various agencies including Waterford Township, NJ TRANSIT, National Amusement Inc., and NJDOT.
Waterford Twp.

Strategic Mobility

: /

<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)			
CON	STATE	1.189			
				Total FY98-02 Cost	\$1.189

Camden

2343 Camden City Signal Upgrade

D9803 Proposed Signalized Intersection Upgrade

X This proposed project would provide new traffic signal control equipment and/or loops at various locations throughout the City of Camden. The construction would be phased over a four year period.
Camden City

Local Aid

Camden City: Camden City /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP-STU			0.400		

Total FY98-02 Cost \$0.400

Camden

2344 CR 537 Maple Avenue

D9804 Morris Street to County Line, resurfacing

X This project includes milling and overlay of approximately 11,516 linear feet of roadway.
Merchantville Boro, Pennsauken Twp., Cherry Hill Twp.

Local Aid

Camden County: Camden Count

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-STU	1.025				

Total FY98-02 Cost \$1.025

Camden

2345 CR 561 Cedarbrook Road

D9805 Route 73 to County Line, resurfacing

X This project includes milling and overlay of approximately 19,912 linear feet of roadway.
Winslow Twp.

Local Aid

Camden Cty.: Camden Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.030				

Total FY98-02 Cost \$1.030

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# **ROUTE / PROJECT DESCRIPTION**
 dbnum Municipalities
 Air Quality Code
 Program Category
 Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Camden

2346 Traffic Signal Connector

713A

Marlton Circle to Cherry Hill Headquarters, Traffic Operations Center, South interconnection

X

This project will include conduit from the previous traffic signal contract, which ended at Marlton Circle, to the Cherry Hill Traffic Operations Center, South office. This interconnection will enable the Traffic Operations Center, South to become fully operational.
 Cherry Hill Twp., Evesham Twp.

Congestion Management

CPM: Rollo / Inverso

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	DEMO	3.000				

Total FY98-02 Cost \$3.000

Camden

2347 30 73 Berlin Circle

93109

Berlin Circle, improvements

X

Berlin Circle elimination and redistribution of vehicles through new network of signalized intersections.
 Berlin Boro

Congestion Management

CPM: Gramlich / Hellman

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS			1.250		
ROW	NHS				1.675	
CON	STP					10.205

Total FY98-02 Cost \$13.130

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Gloucester

0025E-F

295 1BB

353E

Exit 18: North of Clonmell Creek to South of Mantua Creek, operational improvements

X Improvement of ramp geometry and configuration, drainage, new pavement, and increase of vertical clearance of bridges over Route I-295.
Paulsboro Boro, Greenwich Twp.

Congestion Management

CPM: Gramlich / Davies

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	I-COMPLETE	19.000				

Total FY98-02 Cost \$19.000

Gloucester

3015A-B

41 42F 1A 2A 14M

201

Singley Avenue to Cooper Street (CR 706), operational improvements

T2005BM Construction of a new ramp connecting Route 41 to Route 42 Freeway south; relocation and reconfiguration of other ramps; intersection improvements on Route 41 at Deptford Center Road, Clements Bridge Road, and Cooper Street; and widening of Route 41 between Deptford Center Road and Cooper Street to provide a center left-turn lane.

Deptford Twp., Runnemede Boro, Gloucester Twp.

Congestion Management

CPM: Gramlich / Davies

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	STP			2.000		
CON	STATE				19.000	

Total FY98-02 Cost \$21.000

Gloucester

3181

CR 651 Greentree Road, Section 2

L160

County Route 639 to County Route 630, reconstruction

T2005AM Reconstruction and widening of Greentree Road from approximately 300 feet north of Chapel Heights Road (CR 639) to approximately 600 feet north of Egg Harbor Road (CR 630). Anticipated work will include intersection signalization and modernization of Greentree Road/Hurffville-Cross Keys Road and Greentree Road/Egg Harbor Road, construction of a drainage system, concrete curb, pavement markings, and signing.

Washington Twp.

Local Aid

: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STP	3.750				

Total FY98-02 Cost \$3.750

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Gloucester

3313 CR 671 Locke Avenue Bridge

L155 Locke Avenue Bridge over Raccoon Creek, bridge replacement
X Replacement of the existing one-lane movable bridge, which has a sufficiency rating of 17.0, with a two-lane stationary structure.
Swedesboro Boro, Woolwich Twp.

Bridge Preservation

CPM: Gramlich / Scancella

		1998	1999	2000	2001	2002
ROW	BRIDGE-OFF		0.250			
CON	BRIDGE-OFF				2.900	

Total FY98-02 Cost \$3.150

Gloucester

3343A 47 16C

232A Intersection improvements at Deptford Avenue/Turkey Hill Road
X Improvements will include construction of exclusive left-turn lanes on Route 47, widening of turning radii, conversion of the existing 5-legged intersection to a 4-legged intersection by changing the Caulfield Avenue approach to a cul-de-sac, and construction of a new connector road between Caulfield Avenue and Turkey Hill Road.
Deptford Twp.

Congestion Management

CPM: Gramlich / Felix

		1998	1999	2000	2001	2002
ROW	NHS	0.830				
CON	STATE		1.400			

Total FY98-02 Cost \$2.230

Gloucester

3360 CR 607 Tomlin Station Road Bridges

D038 Tomlin Station Road over Nehonsey Brook and over White Sluice Race, replacement
X Complete removal and replacement of two structurally deficient bridges (Structure Nos. 0803E01 and 0803E09). Both bridges are currently weight restricted due to their substandard design and/or structural condition. The replacement structures are anticipated to be precast/prestressed concrete beam construction with pile supported abutments and wingwalls. The new structures, approach roadways, and roadside safety facilities will meet all applicable AASHTO and NJDOT requirements. The clear roadway width of each bridge shall be 36 feet.
Greenwich Twp.

Bridge Preservation

: Gramlich / Scancella

		1998	1999	2000	2001	2002
ER	BRIDGE-OFF	0.250				
CON	BRIDGE-OFF			1.400		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$1.650
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Gloucester

3382B 40 (2)

232B Malaga Lake Dam over Scotland Run, replacement

X Replacement of the Malaga Lake Dam, including the spillway and embankment (Structure No. 0801199) which is in extremely poor condition. The adjacent bridge (Structure No. 0801151) which carries Route 40 will be rehabilitated with repairs to the substructure, superstructure, and deck.
Franklin Twp.

Roadway Preservation

CPM: Gramlich / M. Kasbekar

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	NHS			1.300		

Total FY98-02 Cost	\$1.300
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Gloucester

3391 CR 557 Tuckahoe Road, Section 6

D029 500 feet north of Marsh Lake Branch to US Route 40, reconstruction

X Reconstruct existing roadway and add shoulders. Improve geometry at two horizontal curves and two intersections (Blue Bell Road and US Route 40/Brewster Road). Reconstruction primarily within existing right of way; however, some additional right of way is required. Project involves safety improvements and road restoration.
Franklin Twp., Buena Vista Twp.

Local Aid

Gloucester Cty.: Gramlich / Felix

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP-STU	0.340				
RC	STP-STU			2.100		

Total FY98-02 Cost	\$2.440
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Gloucester

3410A-B CR 653 Paulsboro Bridge

9284 Billingsport Road (CR 653) over Conrail, grade separation

X County Route 653 (Billingsport Road) will be carried over the Conrail Penns Grove Industrial Branch via this new bridge. The new structure will carry two 12-foot travel lanes with two 8-foot shoulders.
Paulsboro Boro

Bridge Preservation

CPM: Gramlich / Hellman

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	DEMO	1.500				
CON	STP	5.750				

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost \$7.250

Gloucester

3412C Gloucester County FY98 Resurfacing

D9806 Various routes to be determined, resurfacing
X Resurfacing existing roadways with a two-inch and variable thick bituminous concrete surface course as well as mill areas as required for proper grade.
Various

Local Aid

Gloucester Cty.: Gloucester Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STP	1.500				

Total FY98-02 Cost \$1.500

Gloucester

3415B Gloucester County Bus

D9807 Bus Purchase
X Purchase of one 18-passenger, lift-equipped bus for senior citizen and handicapped transportation under the Special Transportation Services program in Gloucester County.
Various

Local Aid

Gloucester Cty.: Gloucester Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STP-STU	0.060				

Total FY98-02 Cost \$0.060

Gloucester

3417 47 (2)

232G New Street to Marshall Mill Drive, intersection improvements; High Street to Focer Street, highway operational improvements; Columbia Avenue to North of West Holly Avenue, intersection improvements

X Safety enhancements from High Street to Focer Street, including the addition of a continuous center-turn lane with left-turn storage at each of the signalized intersections. Intersection improvements at Chapel Heights Road and East Holly Avenue, including the rehabilitation of the Route 47 bridge over Mantua Creek. Intersection improvements at Route 40, including the replacement of the railroad crossing.
Franklin Twp., Glassboro Boro, Washington Twp.

Congestion Management

CPM: Gramlich / Felix

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP			1.650		
ROW	STP				1.650	
CON	STP					12.130

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost \$15.430

Gloucester

3418 47 Cattell Road

9347 Intersection improvements at Cattell Road (CR 665)
X Intersection improvements, including widening of both Route 47 and Cattell Road at the intersection, construction of left-turn and right-turn lanes, realignment of Cattell Road at the intersection, and signal improvements. Deptford Twp.

Congestion Management

CPM: Gramlich / Felix

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.100				
ROW	STP		0.225			
CON	STP			0.960		

Total FY98-02 Cost \$1.285

Gloucester

3419 42 Maintenance Resurfacing Contract 331

97108 South of Fries Mill Road to Atlantic City Expressway, northbound roadway, resurfacing
X Part of a systemwide program of improving state highways through the application of a new surface course and minor safety improvements to highway segments identified by the NJDOT Pavement Management System. Washington Twp.

Roadway Preservation

Operations: B. James /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STATE	1.500				

Total FY98-02 Cost \$1.500

Gloucester

3420 Drawbridge gates

X195 Remote/Automated Operation of Drawbridges
X Automation of controls at the Route 44 bridge over Mantua Creek and the Route 130 bridge over Raccoon Creek to allow for remote operation and/or full automation of the bridges. The project includes rehabilitation of the structures and operating controls to allow for installation of high technology sensors, controls, links, and switches. Paulsboro Boro, W. Deptford Twp., Logan Twp.

Capital Program Support

Operations: Gramlich / Felix

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		2.000			
EC	STATE			2.000		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$4.000
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Gloucester

3421 322 Corridor Improvements

97112 Route 322 from Commodore Barry Bridge to Route 55, as well as local roadways, proposed operational improvements

X Gloucester County and the Delaware Valley Regional Planning Commission (DVRPC) have been working with the municipalities in the corridor between the Commodore Barry Bridge and NJ 55 to identify travel problems and suggest potential solutions. This project will define specific improvements and conduct preliminary engineering for the locations within the corridor which have been identified through earlier coordination and evaluations.
Logan Twp., Woolwich Twp., Harrison Twp.

Congestion Management

Gloucester Cty.: Gloucester Cty. /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP		1.000			

Total FY98-02 Cost	\$1.000
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Mercer

0027A-C

133 1A

574 Route 33 to County Route 571, Hightstown Bypass
(Design/Build)

T2005BM Construction of a highway on new alignment connecting Route 33 with Route 130 and the Princeton-Hightstown Road (County Route 571) to provide traffic relief for the Hightstown central business district. This is a fast-track, design/build project.

Completion of funding as a multiyear project under the provisions of Section 13 of P.L. 1995, c.108.
Hightstown Boro, E. Windsor Twp.

Strategic Mobility

CPM: Gramlich / Scancella

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	37.000				

Total FY98-02 Cost \$37.000

Mercer

4056B

CR 571 Princeton-Hightstown Road

L086 Wallace Road to Clarksville Road, widening

T2005BM Existing County Route 571, the Princeton-Hightstown Road, carries two 12-foot travel lanes with no shoulders. Under the new configuration, the road will carry five 12-foot travel lanes (one of which is a center turning lane) as well as two 3-foot shoulders. Intersections along the mainline will be reconfigured, with left-turn slot construction, and installation of new signalization.

W Windsor Twp.

Local Aid

CPM: Rollo / Campi

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	STP				3.750	
CON	STP					6.200

Total FY98-02 Cost \$9.950

Mercer

4203D-F

1 1Q

027 Vicinity of Route 1 Alt. to south of D&R Canal Bridge, operational improvements

Intersection improvements at Franklin Corner Road, including widening of Franklin Corner Road, widening of Route 1, revisions to the forward ramps, and signalization of those ramps at Franklin Corner Road.

This project is funded as a multiyear project under the provisions of Section 13 of P.L. 1955, c.108.
Lawrence Twp.

Congestion Management

CPM: Rollo / Mottola

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	NHS				8.700	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$8.700
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Mercer

4213 Calhoun Street Bridge Replacement

L013 Spring Street to Bellevue Avenue
X Replacement of bridge superstructure on modified abutment of existing bridge (Structure No. 1151161) over abandoned Conrail (ex-PC, ex-PRR) branch; lowering of Calhoun Street vertical alignment. The abandoned rail line is now owned by NJ Department of Environmental Protection. Plans are to convert the abandoned line to a bicycle/pedestrian path. The existing structure sufficiency rating is 48.5.
Trenton City

Bridge Preservation

CPM: Rollo / Mottola

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	BRIDGE		1.220			

Total FY98-02 Cost	\$1.220
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Mercer

4232 Groveville-Allentown Road Bridge

L030 Groveville-Allentown Road Bridge over Doctors Creek, replacement
X Replacement of existing two-lane, 32-foot structure with a two-lane structure that has two 11-foot lanes and two 5-foot shoulders. The existing structure sufficiency rating is 15.2.
Hamilton Twp.

Bridge Preservation

CPM: Rollo / Hammer

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	BRIDGE-OFF	0.400				
ROW	BRIDGE-OFF		0.200			
CON	BRIDGE-OFF			3.000		

Total FY98-02 Cost	\$3.600
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Mercer

4235B Iron Bridge Road Bridge

L111 Iron Bridge Road Bridge over Crosswicks Creek, replacement
X Replacement of Iron Bridge Road Bridge (Structure No. 1106704) with a new bridge carrying two 11-foot travel lanes and 5-foot shoulders, as well as correction of existing horizontal and vertical curves.
Hamilton Twp., Chesterfield Twp.

Bridge Preservation

CPM: Rollo / Patel

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	BRIDGE-OFF	0.200				
CON	BRIDGE-OFF		1.600			

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$1.800
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Mercer

4276 CR 615 Cranbury Neck Road Bridge

L112 Cranbury Neck Road Bridge (CR 615) over the Millstone River, replacement
X New 106-foot, two-span bridge on new roadway alignment to replace the existing bridge (Structure No. 124B093).
The approach roadway work is approximately 400 feet on either side of the structure and ties into the existing roadway.
W. Windsor Twp., Plainsboro Twp.

Bridge Preservation

CPM: Rollo / Campi

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	BRIDGE-OFF	1.000				

Total FY98-02 Cost	\$1.000
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Mercer

4296C-D D & R Canal Bridges (Timber Bridges)

882B 45 D&R Canal Bridges, safety improvements
X Development and installation of an aesthetically-pleasing, crash-tested timber railing system on 45 D & R Canal bridges, along with guiderail safety improvements and related work.
Various

Bridge Preservation

CPM: Rollo / Henry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		0.300			

Total FY98-02 Cost	\$0.300
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Mercer

4297 29 Willow Street Ramps

870 Willow Street, circulation improvements
T2005AM Willow Street, between Lafayette Street and Memorial Drive, will be closed. The land currently occupied by this section of roadway will revert to parkland (Stacy Park). This project will address access to Stacy Park as well as the State House Complex parking garage.
Trenton City

Congestion Management

CPM: Rollo / McGrosky

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STATE	1.100				

Total FY98-02 Cost	\$1.100
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Mercer

4305 Market Street, Rt. 129, Barlow Street

X185D Sidewalk installation at the Market Street, Route 129, Barlow Street intersection

X Project to provide pedestrian access and mobility in the vicinity of the Trenton Train Station.
Trenton City

Local Aid

CPM: Lavelle / Diringer

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP-TE	0.030				
CON	STP-TE		0.100			

Total FY98-02 Cost	\$0.130
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Mercer

4307A-E TMA, Greater Mercer TMA

X43F

X Funding of Greater Mercer, Transportation Management Association (TMA). The types of initiatives which Greater Mercer TMA will participate in includes ridesharing information services, transit development and promotion, and other incentive and demonstration programs in transportation demand management.
Various

Congestion Management

Planning: Beetle / Pivovar

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	CMAQ	0.400				
EC	CMAQ		0.400			
EC	CMAQ			0.440		
EC	CMAQ				0.440	
EC	CMAQ					0.440

Total FY98-02 Cost	\$2.120
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Mercer

4309A-B Whitehead Road over Amtrak

896

X Whitehead Road over Amtrak, bridge replacement
Replacement of existing structure which carries two 12 1/2-foot travel lanes with no shoulders or sidewalks. The new structure will carry two 12-foot travel lanes, two 4-foot shoulders, and one 6-foot sidewalk.
Hamilton Twp.

Bridge Preservation

CPM: Rollo / Mottola

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STP-STU	6.000				
CON	BRIDGE	6.000				
CON	BR-BOND	3.000				

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$15.000
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Mercer

4311A 1 (2S,3J) Improvements to US 1 and CR 571

031 Washington Road to Harrison Street

T2005AM NJDOT has been investigating the elimination of traffic signals along US 1 in West Windsor Township and the possible grade separation of the intersection of US 1 and CR 571 (Washington Road). Various alternative concepts are being reviewed, including a new alignment of CR 571 which bypasses the village of Penn's Neck and runs along the Millstone River and D&R Canal. An Environmental Assessment is currently under development which will include a Congestion Management System study. These study efforts will define the specific improvements to be advanced.

West Windsor Twp.

Congestion Management

CPM: Rich / Middleton

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	NHS	1.000				

Total FY98-02 Cost	\$1.000
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Mercer

4313 29 10C 11B

551 Ferry Street to Lambertson Road, system connectivity

T2005AM A boulevard-type connecting road, to include a cut and cover park deck, between the present terminus of Route 29 in the Trenton riverfront area with the Route 29 ramps connecting to Route 129.

This is the first year of funding as a multiyear project under the provisions of Section 13 of P.L. 1995, c.108.
Trenton City

Strategic Mobility

CPM: Lavelle / Diringier

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	NHS	8.000				
ERC	STATE		39.000			
ERC	STATE			39.000		

Total FY98-02 Cost	\$86.000
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Mercer

4314 33 33 Fwy. Roadside Rehabilitation Program

X200J

X Rehabilitation of the roadside area including installation of low maintenance landscaping and other improvements.
Various

Quality of Life

CPM: Lavelle / Ripish

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-TE	0.090				

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost	\$0.090
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Mercer

4315A-B

206 10C

93129 Bridge over Little Shabakunk Creek, replacement
X Replacement of the existing deficient bridge.
Lawrence Twp.

Bridge Preservation

CPM: Rollo / Campi

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	BRIDGE	0.300				
CON	NHS		1.400			

Total FY98-02 Cost	\$1.700
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Mercer

4316

29 Boulevard Landscaping

551A South of Lalor Street to vicinity of Cass Street, landscape improvements
X Landscape and construction of architectural and historical features on the park deck being constructed as part of the Route 29, Section 10C 11B project.
Trenton City

Quality of Life

CPM: Rollo / McGrosky

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.250				
CON	STP-TE		3.000			

Total FY98-02 Cost	\$3.250
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Mercer

4317

95 31 Interchange at Route 31

9193 Interchange at Route 31, interchange improvement
T2005AM Interchange improvements which will upgrade the existing partial grade-separated interchange. This improvement will include the addition of a ramp and realignment of existing ramps to improve geometries. These improvements are part of the Mercer County Transportation Development District plan.
Hopewell Twp., Ewing Twp.

Congestion Management

CPM: Rollo / Hammer

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	1.400				
ROW	NHS		5.000			
CON	STP			10.000		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost \$16.400

Mercer

4318 29 Parkside Avenue

9294 Intersection improvements at Parkside Avenue (CR 636)
Widening of Route 29 northbound and southbound to increase length of acceleration and deceleration lanes at Parkside Avenue on and off ramps.
Trenton City

Congestion Management

CPM: Rollo / Henry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	NHS	0.200				
CON	NHS		1.600			

Total FY98-02 Cost \$1.800

Mercer

4319 295 95 Noise Barriers

94010 Federal City Road to Kuser Road, noise barriers
X Construction of Type II noise barriers.
Lawrence Twp., Hamilton Twp.

Quality of Life

: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STATE		1.000			
EC	STATE			6.000		

Total FY98-02 Cost \$7.000

Mercer

4320 29 Delaware River Pedestrian/Bike Path

551B Stacey Park to Marine Terminal, pedestrian/bike path
X Bicycle/pedestrian path from Stacey Park to the Marine Terminal, along the Delaware River.
Trenton City

Intermodal Programs

CPM: Rollo / Henry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STP-TE			0.250		
CON	STP-TE				2.000	

Total FY98-02 Cost \$2.250

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Mercer

4321 95 Scotch Road

9194 Interchange improvement at Scotch Road

X Construction of a full grade-separated interchange on all four quadrants, including new ramps, realignment of existing ramps, as well as new highway lighting installation. These improvements are part of the Mercer County Transportation Development District plan.

This is the first year of funding as a multiyear project under the provisions of Section 13 of P.L. 1995, c.108.
Hopewell Twp., Ewing Twp.

Congestion Management

CPM: Rollo / Hammer

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	NHS	7.000				
ERC	NHS		9.000			

Total FY98-02 Cost	\$16.000
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Various

0015C-H DVRPC Project Development

X80B

X Funding for project development and scoping work by the Delaware Valley Regional Planning Commission, one of the Metropolitan Planning Organizations (MPOs) for southern New Jersey.

Various

Local Aid

Local: DVRPC /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP-STU	1.000				
PRD	STP-STU		1.000			
PRD	STP-STU			1.000		
PRD	STP-STU				1.000	
PRD	STP-STU					1.000

Total FY98-02 Cost \$5.000

Various

0016B-G Traffic Operations Center (South), DVRPC

X82A

T1996BO Development and implementation of state-of-the-art traffic management techniques in the DVRPC region of South Jersey, including establishment and operation of a traffic operations center; construction traffic mitigation; highway advisory radio; operation and maintenance of computerized traffic signal, traffic surveillance, and motorist information systems; and other techniques.

Various

Congestion Management

Operations: Aufschneider /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.300				
EC	STP		1.200			
EC	STP			1.200		
EC	STP				1.200	
EC	STP					1.200

Total FY98-02 Cost \$6.100

Various

0030B-F DVRPC, Future Projects

D026

X Future local projects to be selected, Delaware Valley Regional Planning Commission
Local projects to be selected by the Delaware Valley Regional Planning Commission, the designated Metropolitan Planning Organization for Burlington, Gloucester, Mercer and Camden counties.

Various

Local Aid

Local: DVRPC /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
ERC	STP-STU	0.650				
ERC	STP-STU		5.600			
ERC	STP-STU			8.021		
ERC	STP-STU				17.000	
ERC	STP-STU					17.000
		Total FY98-02 Cost \$48.271				

Various

0032 Emergency Service Patrol

X181
X
Operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas is caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs can reduce this delay significantly.
Various

Congestion Management

Operations: Roberson /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.600				
EC	STP		1.600			
EC	STP			1.600		
EC	STP				1.600	
EC	STP					1.600

Total FY98-02 Cost \$8.000

Various

0040A-E Bridge Deck Patching, Federal, DVRPC

X73C
X
A systemwide program of patching spalls in bridge decks on state highway bridges as a bridge deck protective measure. Deck patching defers more costly bridge deck replacement, while ensuring the safety of the motoring public.
Various

Bridge Preservation

CPM: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.000				
EC	STP		1.000			
EC	STP			1.000		
EC	STP				2.000	
EC	STP					2.000

Total FY98-02 Cost \$7.000

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Various

0041A-E Bridge Inspection, Local DVRPC Bridges

X07C
X Regular structural inspection of local bridges as required by federal law.
Various

Bridge Preservation

CPM: Baig /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	BRIDGE	0.700				
EC	BRIDGE		0.700			
EC	BRIDGE			0.700		
EC	BRIDGE				0.700	
EC	BRIDGE					0.700

Total FY98-02 Cost	\$3.500
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Various

0042A-J Bridge Painting, Federal DVRPC

X08B
X Painting of the steel on various bridges in the DVRPC area as an anti-corrosion measure in order to extend the life of these bridges.
Various

Bridge Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	BRIDGE	0.220				
EC	STP	0.750				
EC	BRIDGE		0.750			
EC	STP		0.750			
EC	BRIDGE			0.220		
EC	STP			0.750		
EC	BRIDGE				0.220	
EC	STP				1.760	
EC	BRIDGE					0.220
EC	STP					1.760

Total FY98-02 Cost	\$7.400
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Various

0043A-E DVRPC Metropolitan Planning

X30C
X

The Department supports the federally mandated metropolitan planning organization (MPO) transportation planning process conducted with the counties of Burlington, Camden, Gloucester, and Mercer. The Delaware Valley Regional Planning Commission carries out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible State and local officials, public and private transit operators and the general public.

Various

Local Aid

Planning: Badgley / Mooney

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	PL	1.300				
PLS	PL		1.300			
PLS	PL			1.300		
PLS	PL				1.300	
PLS	PL					1.300

Total FY98-02 Cost \$6.500

Various

0044A-E Drainage Rehabilitation and Maintenance DVRPC

X154B
X

Rehabilitation and maintenance of state highway drainage systems, to include removal and disposal of material, sweeping, salary costs, and acquisition and maintenance of specialized equipment.

Various

Roadway Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.750				
EC	STP		0.750			
EC	STP			0.750		
EC	STP				1.500	
EC	STP					1.500

Total FY98-02 Cost \$5.250

Various

0046A-E Rail-Highway Grade Crossing Program, Federal DVRPC

X35C
X

Work required for the elimination of hazards at rail-highway grade crossings and the installation of protective warning devices for roads both on and off the federal-aid system in the DVRPC area.

Various

Safety

CPM: Pinto /

<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
EC	STP-SY	0.200				
EC	STP-SY		0.200			
EC	STP-SY			0.200		
EC	STP-SY				0.200	
EC	STP-SY					0.200
		Total FY98-02 Cost \$1.000				

Various

0047 Restriping Program, DVRPC

X03A4
X Application of long-life pavement markings to the state highway system within the DVRPC region.
Various

Safety

Operations: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-SY	0.590				
EC	STP-SY		0.450			
EC	STP-SY			0.880		
EC	STP-SY				0.740	
EC	STP-SY					0.880

Total FY98-02 Cost \$3.540

Various

0048A-E Signs Program, DVRPC

X39B
X Systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.
Various

Quality of Life

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.660				
EC	STP		0.660			
EC	STP			0.660		
EC	STP				0.660	
EC	STP					0.660

Total FY98-02 Cost \$3.300

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Various

0059A-E

Incident and Congestion Management Operations

X230

Incident and congestion management, operational support.

The use of incident and congestion management systems and techniques in New Jersey has allowed NJDOT to make the most efficient use of existing highway capacity. Operational support for this program, including a vendor service contract for portable variable message sign maintenance and repair, communications support for VMS including cellular telephone installation and service, and other support functions is necessary to allow NJDOT to manage New Jersey's limited existing highway capacity in an efficient and effective manner.

Various

Congestion Management

Operations: Aufschneider /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.100				
EC	STP		0.100			
EC	STP			0.100		
EC	STP				0.100	
EC	STP					0.100

Total FY98-02 Cost \$0.500

Various

0061

DVRPC Bridge Program

97102

DVRPC County Bridges

X

Bridge structure and deck rehabilitation program for county bridges within the DVRPC region.

Various

Bridge Preservation

DVRPC: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		7.600			

Total FY98-02 Cost \$7.600

Various

0062

Resurfacing Program, Federal, DVRPC

X03E1

X

Systemwide program of improving state highways through the application of a new surface course and minor safety improvements to highway segments identified by the NJDOT Pavement Management System within the DVRPC area.

Various

Roadway Preservation

Operations: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.520				
EC	STP		1.140			
EC	STP			1.045		
EC	STP				1.330	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)	
EC	STP		1.330
		Total FY98-02 Cost	\$6.365

Various

0063 Bridge Inspection, State Bridges, DVRPC

X07A1
X Regular structural inspection of state highway and NJ TRANSIT highway-carrying bridges as required by federal law within the DVRPC area.
Various

Bridge Preservation

CPM: Baig /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	BRIDGE	1.600				
EC	BRIDGE		1.550			
EC	BRIDGE			1.550		
EC	BRIDGE				1.550	
EC	BRIDGE					1.550

Total FY98-02 Cost \$7.800

Various

0064 Rumble Strips, DVRPC

X184A
X Construction of rumble strips on the shoulders of both Interstate and selected state highways within the DVRPC area. These rumble strips will alert drivers when they leave the travelled roadway.
Various

Safety

CPM: Lavelle / Heery

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-SY	0.285				
EC	STP-SY		0.285			

Total FY98-02 Cost \$0.570

Various

0065 Accident Reduction Program, DVRPC

X242A
X Nighttime and Wet Weather Accident Reduction Program, DVRPC
A comprehensive program of utility pole delineation, barrier curb and guiderail delineation, and raised pavement marker installation whose goal is a measurable reduction in nighttime and wet weather accidents on the state highway system within the DVRPC area.
Various

Safety

Operations: Roberson /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
EC	STP-SY	0.342				
EC	STP-SY		0.342			
EC	STP-SY			0.342		
EC	STP-SY				0.342	
EC	STP-SY					0.342
		Total FY98-02 Cost \$1.710				

Various

0066 Local County Aid, DVRPC

X41C1
X Funds allocated to the counties within the DVRPC MPO area for transportation improvements under the New Jersey Transportation Trust Fund Act. Annual distribution within this MPO is as follows: Burlington County - 3.244; Camden County - 3.860; Gloucester County - 2.054; Mercer County - 2.193.
Various

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	11.351				
ERC	STATE		11.351			
ERC	STATE			11.351		
ERC	STATE				11.351	
ERC	STATE					11.351

Total FY98-02 Cost \$56.755

Various

0067 Traffic Signal Replacement, DVRPC

X47A
X Purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals within the DVRPC area.
Various

Safety

Operations: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.646				
EC	STP		0.646			
EC	STP			0.646		
EC	STP				0.646	
EC	STP					0.646

Total FY98-02 Cost \$3.230

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Various

0068 Local Municipal Aid, DVRPC

X98C1

X Funds allocated to municipalities in the DVRPC area for transportation improvements under the New Jersey Transportation Trust Fund Act. Annual distribution within this MPO is as follows: Burlington County - 2.862; Camden County - 3.002; Gloucester County - 1.598; Mercer County - 2.084.

Various

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	9.546				
ERC	STATE		9.546			
ERC	STATE			9.546		
ERC	STATE				9.546	
ERC	STATE					9.546

Total FY98-02 Cost	\$47.730
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**New Jersey Subregion
FY 1998 - 2002 TIP**

DVRPC Transit Projects

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Schedule and Cost Summary (\$ millions)

Camden

D002

DR032

X

DRPA

Reverse Signalling

Ferry Avenue to Lindenwold

Complete bi-directional 2-track signals

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.760				
ERC				
SEC 3				
0.440				
ERC				
DRPA				
Total FY98-02 Cost			\$2.200	

Camden

D010

DR007

X

DRPA

Chain Link Fence Replacement

Camden to Lindenwold

Replacement of 20 miles of fence

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
		0.640	1.280	
		ERC	ERC	
		SEC 3	SEC 3	
		0.160	0.320	
		ERC	ERC	
		DRPA	DRPA	
Total FY98-02 Cost			\$2.400	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D011

Replacement of Electrical Cable

DR008

Improve reliability and fire resistance systemwide

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	0.400	2.640	0.960	
	ERC	ERC	ERC	
	SEC 3	SEC 3	SEC 3	
	0.100	0.660	0.240	
	ERC	ERC	ERC	
	DRPA	DRPA	DRPA	
Total FY98-02 Cost			\$5.000	

Camden

D012

Fiber Optics Communication Upgrade

DR009

Upgrade of TV, data, telephone, and radio to take advantage of new trunk line

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	0.640	0.800	0.800	0.960
	ERC	ERC	ERC	ERC
	SEC 3	SEC 3	SEC 3	SEC 3
	0.160	0.200	0.200	0.240
	ERC	ERC	ERC	ERC
	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$4.000	

FY 1998-2002 Transportation Improvement Program DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D013

Running Track Crossties Replacement

DR010

General replacement of ties, lining, and surfacing systemwide

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
3.200	4.000			
ERC	ERC			
SEC 3	SEC 3			
0.800	1.000			
ERC	ERC			
DRPA	DRPA			
Total FY98-02 Cost			\$9.000	

Camden

D014

Interlocking Rehabilitation

DR011

Replacement of 1968 relays, switch machines, and track specials

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	1.200	1.360	1.360	4.720
	ERC	ERC	ERC	ERC
	SEC 3	SEC 3	SEC 3	SEC 3
	0.300	0.340	0.340	1.180
	ERC	ERC	ERC	ERC
	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$10.800	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D016

Transit Car Modernization

DR012

Rehabilitation of original cars to increase efficiency and extend car life.

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.800	0.800	0.800	0.800	0.800
ERC	ERC	ERC	ERC	ERC
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.200	0.200	0.200	0.200	0.200
ERC	ERC	ERC	ERC	ERC
DRPA	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$5.000	

Camden

D017

Track Components Renewal

DR013

Replacement of rail on curves, specials, and third rail cover board

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.400	0.400	0.400	0.400	0.400
ERC	ERC	ERC	ERC	ERC
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.100	0.100	0.100	0.100	0.100
ERC	ERC	ERC	ERC	ERC
DRPA	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$2.500	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D019

Facilities Support Equipment

DR014

Procurement of equipment for maintenance of facilities and service

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.080	0.160	0.200	0.240	0.240
ERC	ERC	ERC	ERC	ERC
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.020	0.040	0.050	0.060	0.060
ERC	ERC	ERC	ERC	ERC
DRPA	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$1.150	

Camden

D020

Embankment Restoration

DR015

Prevent erosion and preserve drainage control

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.200	0.960	1.280	1.600	0.800
ERC	ERC	ERC	ERC	ERC
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.300	0.240	0.320	0.400	0.200
ERC	ERC	ERC	ERC	ERC
DRPA	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$7.300	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D021

Upgrade Car Door Operators

DR016

Replacement of door operators on Budd cars

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	0.640	0.640		
	ERC	ERC		
	SEC 9	SEC 9		
	0.160	0.160		
	ERC	ERC		
	DRPA	DRPA		
Total FY98-02 Cost			\$1.600	

Camden

D022

Station Roofs and Gutters

DR017

Roof renewal or replacement for six suburban stations

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
		0.480	0.800	
		ERC	ERC	
		SEC 9	SEC 9	
		0.120	0.200	
		ERC	ERC	
		DRPA	DRPA	
Total FY98-02 Cost			\$1.600	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Schedule and Cost Summary (\$ millions)

Camden

D023

DR018

X

DRPA

Dragging Equipment Detectors

Replacement of obsolete detectors systemwide

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	0.160	0.240		
	ERC	ERC		
	SEC 9	SEC 9		
	0.040	0.060		
	ERC	ERC		
	DRPA	DRPA		
Total FY98-02 Cost			\$0.500	

Camden

D024

DR019

X

DRPA

Smoke and Fire Control

For evacuation of patrons in emergencies

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.720	1.360	2.800	1.680	
ERC	ERC	ERC	ERC	
SEC 3	SEC 3	SEC 3	SEC 3	
0.180	0.340	0.700	0.420	
ERC	ERC	ERC	ERC	
DRPA	DRPA	DRPA	DRPA	
Total FY98-02 Cost			\$8.200	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - DRPA/PATCO

County

TIP#

DBNUM

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Schedule and Cost Summary (\$ millions)

Camden

D028

Engineering for Projects Systemwide

DR033

Including fiber optics, electrical cable, interlockings, and smoke and fire

X

DRPA

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.400	0.400	0.400	0.480	0.480
ERC	ERC	ERC	ERC	ERC
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.100	0.100	0.100	0.120	0.120
ERC	ERC	ERC	ERC	ERC
DRPA	DRPA	DRPA	DRPA	DRPA
Total FY98-02 Cost			\$2.700	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Burlington

N001

Section 5310 Program for Burlington County-Elderly & Persons with Disabilities Transportation Program.

T150B

Provides for the purchase of small buses or van-type vehicles with lifts for private or non profit agencies that serve the elderly and persons with disabilities in Burlington County. Formerly known as Section 16 Program.

X

NJ Transit

Section 5310 Program-Burlington / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.079	0.083	0.088	0.092	0.097
CAP	CAP	CAP	CAP	CAP
SEC 5310	SEC 5310	SEC 5310	SEC 5310	SEC 5310
Total FY98-02 Cost				\$0.439

Burlington

N035

Southern New Jersey LRT (SNJLRT)

T107

Funding for the first segment of the Southern New Jersey LRT (SNJLRT) from Camden to Trenton. This project is being implemented as a turnkey project to accelerate construction and reduce overall costs. This funding provides for initial reimbursement to the design, build, operate and maintain (DBOM) contractor for final design, property acquisition and initial construction activities once the project receives environmental clearance. It also includes funding for costs which are NJ TRANSIT'S responsibility as a part of its risk management strategy.

T2005AM

NJ Transit

New Initiatives / System Expansion

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
26.000	45.000	45.000	45.000	45.000
ERC	ERC	ERC	ERC	ERC
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$206.000

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Burlington

N048

Section 5311 Program-Nonurbanized Area Formula Program for Burlington County.

T151B Provides funding for rural public transportation program. Formerly known as Section 18 Program in Burlington County. Formerly known as Section 18 Program.

X

NJ Transit

Section 5311 Program-Burlington / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.188	0.188	0.188	0.188	0.188
CAP	CAP	CAP	CAP	CAP
SEC 5311	SEC 5311	SEC 5311	SEC 5311	SEC 5311
0.065	0.065	0.065	0.065	0.065
CAP	CAP	CAP	CAP	CAP
ATCH-LOCAL	TCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL
Total FY98-02 Cost			\$1.265	

Camden

N001

Section 5310 Program for Camden County Elderly & Persons with Disabilities Transportation Program.

T150C Provides for the purchase of small buses or van-type vehicles with lifts for private or non profit agencies that serve the elderly and persons with disabilities in Camden County. Formerly known as Section 16 Program.

X

NJ Transit

Section 5310 Program-Camden / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.072	0.075	0.079	0.083	0.088
CAP	CAP	CAP	CAP	CAP
SEC 5310	SEC 5310	SEC 5310	SEC 5310	SEC 5310
Total FY98-02 Cost			\$0.397	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Camden

N008

TR01

X

NJ Transit

Operating Assistance-Camden Area

Operating Assistance for NJ TRANSIT in Camden Urbanized Area.

Operating Assistance / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
2.129	2.129	2.129	2.129	2.129
PER	PER	PER	PER	PER
SEC 9-OP	SEC 9-OP	SEC 9-OP	SEC9-OP	SEC9-OP
2.129	2.129	2.129	2.129	2.129
PER	PER	PER	PER	PER
STATE-OPER	STATE-OPER	STATE-OPER	STATE-OPER	STATE-OPER
Total FY98-02 Cost			\$21.290	

Camden

N048

T151C

X

NJ Transit

Section 5311 Program-Nonurbanized Area Formula Program for Camden

County.

Provides funding for rural public transportation program. Formerly known as Section 18 Program in Camden County. Formerly known as Section 18 Program.

Section 5311 Program-Camden / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.021	0.021	0.021	0.021	0.021
CAP	CAP	CAP	CAP	CAP
SEC 5311	SEC 5311	SEC 5311	SEC 5311	SEC 5311
0.008	0.008	0.008	0.008	0.008
CAP	CAP	CAP	CAP	CAP
ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL
Total FY98-02 Cost			\$0.145	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Gloucester

N001

Section 5310 Program for Gloucester County Elderly & Persons with Disabilities Transportation Program.

T150G

Provides for the purchase of small buses or van-type vehicles with lifts for private or non profit agencies that serve the elderly and persons with disabilities in Gloucester County. Formerly known as Section 16 Program.

X

NJ Transit

Section 5310 Program-Gloucester / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.069	0.073	0.077	0.080	0.084
CAP	CAP	CAP	CAP	CAP
SEC 5310	SEC 5310	SEC 5310	SEC 5310	SEC 5310
Total FY98-02 Cost			\$0.383	

Gloucester

N048

Section 5311 Program-Nonurbanized Area Formula Program for Gloucester County.

T151G

Provides funding for rural public transportation program. Formerly known as Section 18 Program in Gloucester County. Formerly known as Section 18 Program.

X

NJ Transit

Section 5311 Program-Gloucester / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.071	0.071	0.071	0.071	0.071
CAP	CAP	CAP	CAP	CAP
SEC 5311	SEC 5311	SEC 5311	SEC 5311	SEC 5311
0.026	0.026	0.026	0.026	0.026
CAP	CAP	CAP	CAP	CAP
ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL
Total FY98-02 Cost			\$0.485	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Mercer

N001

Section 5310 Program for Mercer County Elderly & Persons with Disabilities Transportation Program.

T150M

Provides for the purchase of small buses or van-type vehicles with lifts for private or non profit agencies that serve the elderly and persons with disabilities in Mercer County. Formerly known as Section 16 Program.

X

NJ Transit

Section 5310 Program-Mercer / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.079	0.083	0.088	0.092	0.097
CAP	CAP	CAP	CAP	CAP
SEC 5310	SEC 5310	SEC 5310	SEC 5310	SEC 5310
Total FY98-02 Cost				\$0.439

Mercer

N005

Hamilton Transit Complex

T56

This funding will complete the construction of a new rail station in Hamilton Township and provide for the purchase and installation of equipment for the adjacent Bus Maintenance Facility.

T2005BM

NJ Transit

Rail Passenger Facilities / System Expansion

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
5.600				
ON				
SEC 9				
Total FY98-02 Cost				\$5.600

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Mercer

N048

T151M

X

NJ Transit

Section 5311 Program-Nonurbanized Area Formula Program for Mercer County.

Provides funding for rural public transportation program. Formerly known as Section 18 Program in Mercer County. Formerly known as Section 18 Program.

Section 5311 Program-Mercer / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.144	0.144	0.144	0.144	0.144
CAP	CAP	CAP	CAP	CAP
SEC 5311	SEC 5311	SEC 5311	SEC 5311	SEC 5311
0.046	0.046	0.046	0.046	0.046
CAP	CAP	CAP	CAP	CAP
ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL	ATCH-LOCAL
Total FY98-02 Cost			\$0.950	

Trenton

N008

TR02

X

NJ Transit

Operating Assistance-Trenton Area

Operating assistance for NJ TRANSIT in Trenton Urbanized Area.

Operating Assistance / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.913		0.913	0.913	0.913
PER		PER	PER	PER
SEC 9-OP		SEC 9 OP	SEC 9 OP	SEC 9 OP
0.913	0.913	0.913	0.913	0.913
PER	PER	PER	PER	PER
STATE-OPER	SEC 9 OP	STATE-OPER	STATE	STATE-OPER
	0.913			
	PER			
	TATE-OPER			
Total FY98-02 Cost			\$9.130	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N006

Bus replacement program

T111T

Replacement of transit, commuter and suburban buses for NJ TRANSIT as they reach the end of their useful lives.

X

NJ Transit

Bus-LRT Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	4.872	4.205	3.646	3.508
	CAP	CAP	CAP	CAP
	SEC 9	SEC 9	SEC 9	SEC 9
Total FY98-02 Cost		\$16.231		

Various

N011

Information Services

T69T

Computer information systems and services including upgrades to meet more exacting information processing demands to increase efficiency and productivity.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.238	0.655	0.516	0.809	0.955
SWI	SWI	SWI	SWI	SWI
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
0.193				
SWI				
STATE				
Total FY98-02 Cost		\$3.366		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N012

Building Capital Leases

T32T

Funding for lease payment obligations at NJ TRANSIT operating and office installations.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.775	0.775	0.775	0.775	0.775
CAP	CAP	CAP	CAP	CAP
SEC 9	SEC 9	SEC 9	SEC 9	SEC 9
Total FY98-02 Cost				\$3.875

Various

N014

Bus support facilities and equipment

T08

Investments required to provide a well-maintained and safe bus fleet, including support vehicles, maintenance equipment, technology and other capital improvements.

X

NJ Transit

Bus-LRT Infrastructure / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.219	0.885	1.341	1.113	1.580
SWI	SWI	SWI	SWI	SWI
STATE	STATE	STATE	STATE	SEC 9
0.326	1.000	0.154	-0.462	
SWI	SWI	SWI	SWI	
SEC 9	SEC 9	SEC 9	SEC 9	
Total FY98-02 Cost				\$8.080

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N020

Rail support facilities and equipment

T37T

Enhancement, rehabilitation/construction of yards/shops and purchase/lease of support vehicles and equipment.

X

NJ Transit

Rail Infrastructure / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.080	0.337	0.578	0.283	1.288
ON	ON	ON	ON	ON
SEC 3F	SEC 3F	SEC 3F	SEC 3F	SEC 3F
0.235	0.400	0.226	0.335	0.052
ON	ON	ON	ON	ON
SEC 9	STATE	STATE	SEC 9	STATE
0.067			0.387	
ON			ON	
STATE			STATE	
Total FY98-02 Cost			\$4.268	

Various

N021

Rail maintenance of equipment/Maintenance of way

T34

This element funds costs associated with maintenance of NJ TRANSIT rail capital facilities, infrastructure, and rail rolling stock as permitted statutorily to ensure full useful life.

X

NJ Transit

Rail Capital Maintenance / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
2.810	2.942	3.055	3.198	3.333
CAP	CAP	CAP	CAP	CAP
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost			\$15.338	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N024

Bus vehicle and facility maintenance/capital maintenance

T09

Acquisition/installation/rehabilitation of major components associated with capital equipment and facilities in accordance with TTF requirements.

X

NJ Transit

Bus-LRT Infrastructure / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
4.654	4.004	4.913	6.714	7.531
SWI	SWI	SWI	SWI	SWI
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$27.816

Various

N027

Emission Control/Rebuilt Engines

T07

Retrofit of emission improvements to rebuilt engines in NJ TRANSIT's bus fleet to meet EPA requirements.

X

NJ Transit

Bus-LRT Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.294	0.143	0.148	0.152	0.154
CAP	CAP	CAP	CAP	CAP
STATE	SEC 9	SEC 9	SEC 9	SEC 9
Total FY98-02 Cost				\$0.891

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N028

T16

Environmental Compliance

Funding for compliance with environmental regulations at both bus and rail facilities (including but not limited to) replacement of leaking fuel tanks, clean up of contaminated soil and ground water, oil/water separators, asbestos removal and fueling station improvements.

X

NJ Transit

Systemwide / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.308	0.308	0.154		
ON	ON	ON		ON
SEC 9	SEC 9	SEC 9		
Total FY98-02 Cost			\$0.770	

Various

N030

T120

Clean Air Programs

Development and implementation of transportation demand management (TDM) strategies by Suburban Transportation Management Associations (TMAs) in cooperation with NJ TRANSIT and New Jersey Department of Transportation. TDM strategies include new transit service planning, ride matching, parking management, and other programs that initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.250	0.305	0.250	0.355	0.388
SWI	SWI	SWI	SWI	SWI
STATE	SEC 9	SEC 9	SEC 9	SEC 9
0.280				
SWI				
SEC 9				
Total FY98-02 Cost			\$1.828	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N031

Capital Program Implementation

T68

Funding for capital project management activities and indirect costs associated with capital program/project delivery. Funds to cover the cost of training associated with capital investments are also provided.

X

NJ Transit

Systemwide / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
2.633	2.495	2.506	2.593	2.684
SWI	SWI	SWI	SWI	SWI
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$12.911

Various

N034

Immediate action program

T20

Funding for emergency project needs under both the rail and bus programs, contract change orders, consultant agreement modifications, and other unanticipated work identified during the course of the year, thus allowing the agency to be responsive to emergency and unforeseen circumstances which arise unexpectedly.

X

NJ Transit

Systemwide / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.508	1.564	1.622	1.696	1.749
ON	ON	ON	ON	ON
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$8.139

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N038

Railroad Associated Capital Maintenance

T33T

Cyclical overhaul of rail cars and locomotives.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.379	0.399	0.421	0.444	0.470
CAP	CAP	CAP	CAP	CAP
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$2.113

Various

N045

Other Rail Station/Terminal Improvements

T55T

Various improvements to rail stations and terminals throughout the system in accordance with NJ TRANSIT's Rail Station Improvement Program.

X

NJ Transit

Rail Passenger Facilities / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.246	0.335	0.268	0.603	0.335
EC	EC	EC	EC	EC
STATE	STATE	STATE	STATE	SEC 9
		0.500		
		EC		
		SEC 9		
Total FY98-02 Cost				\$2.287

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N046

Study and Development

T88T

This element provides for facility planning studies and associated forecasting work, and for improvements to the Public Transportation Management System.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.265	0.374	0.343	0.651	0.651
PRD	PRD	PRD	PRD	PRD
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost				\$2.284

Various

N047

Communications & Revenue Systems

T90

Various improvements, enhancements, automation and upgrades to NJ TRANSIT's Rail and Bus passenger communications and revenue systems.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.012	0.631	0.380	3.240	4.253
ON	ON	ON	ON	ON
STATE	STATE	STATE	SEC 9	SEC 9
Total FY98-02 Cost				\$9.516

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N053

Bus passenger facilities

T06T Ongoing program for purchase and installation of bus stop signs and shelters, bus park and ride program and improvements to bus passenger facilities as required.

X

NJ Transit

Bus Passenger Facilities / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.385	0.462	0.462	0.905	1.078
ERC	ERC	ERC	ERC	ERC
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost			\$3.292	

Various

N054

Physical Plant

T121 This element involves the energy conservation program, replacement of antiquated administrative support equipment, facility capital maintenance and other minor improvements to various bus facilities.

X

NJ Transit

Systemwide / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.554	0.402	0.402	0.180	1.612
ON	ON	ON	ON	ON
STATE	STATE	SEC 9	STATE	SEC 9
			0.924	
			ON	
			SEC 9	
Total FY98-02 Cost			\$4.074	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N055

Miscellaneous

T122T

This element includes the continuation of mandated vital records program and special services match dollars.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.086	0.123	0.079	0.079	0.085
SWI	SWI	SWI	SWI	SWI
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost		\$0.452		

Various

N056

Track Program

T42T

Funding for requirements necessary for NJ TRANSIT's use of Amtrak/Conrail facilities.

X

NJ Transit

Rail Infrastructure / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.255	0.268	0.281	0.295	0.308
ON	ON	ON	ON	ON
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost		\$1.407		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N057

Rail Park and Ride

T117T

This program will provide land acquisition, design, and construction funding for the expansion of parking throughout the rail system.

T1996BO

NJ Transit

Rail Passenger Facilities / System Expansion

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.201	0.335	0.268	0.603	0.536
ERC	ERC	ERC	ERC	ERC
STATE	STATE	STATE	STATE	SEC 9
Total FY98-02 Cost			\$1.943	

Various

N058

Accessibility for people with disabilities. Vans for Paratransit Service

T70

Funding for purchase of vans and/or small buses to serve people with disabilities. Also includes purchase of Access Link computer equipment.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.256	0.612	0.082	0.505	0.505
CAP	CAP	CAP	CAP	CAP
STATE	STATE	STATE	STATE	STATE
Total FY98-02 Cost			\$1.960	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N061

Eagle Body Rehabilitation

T133

Rehabilitation of Eagle Cruiser buses to enable buses to reach a 14 year useful life.

X

NJ Transit

Bus-LRT Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.308	0.231			
CAP	CAP			
STATE	STATE			
Total FY98-02 Cost		\$0.539		

Various

N065

Comet I Coach Replacement

T53FT

Replacement of Comet I rail car fleet at end of its useful life.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
	0.071	1.782	1.782	1.782
	CAP	CAP	CAP	CAP
	SEC 3F	SEC 3F	SEC 3F	SEC 3F
Total FY98-02 Cost		\$5.417		

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N065

Comet IB Coach Replacement

T129T

Funding for replacement of the Comet IB Rail Cars at end of their useful life.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
				0.402
				CAP
				SEC 9
Total FY98-02 Cost			\$0.402	

Various

N066

Comet II Coach Overhaul

T53G

Mid-life overhaul of Comet II rail car fleet.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.508	1.005			
CAP	CAP			
SEC 3F	SEC 3F			
Total FY98-02 Cost			\$2.513	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

Air Quality Code

Sponsor

TITLE / PROJECT DESCRIPTION

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N066

Comet IIB Coach Overhaul

T130T

Mid-life overhaul of Comet IIB Rail Cars.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
			1.005	3.569
			CAP	CAP
			SEC 3F	SEC 9
Total FY98-02 Cost			\$4.574	

Various

N067

Vehicle Overhaul-Bus

T135

Overhaul of buses with eligibility of costs to be determined in accordance with Federal guidelines.

X

NJ Transit

Bus-LRT Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.377	2.423	2.285	2.119	
SWI	SWI	SWI	SWI	
SEC 9	SEC 9	SEC 9	SEC 9	
Total FY98-02 Cost			\$8.204	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N068

T140

Automatic Passenger Transportation Systems

Funding for design and implementation of Automated Passenger Transportation Systems (APTS) including but not limited to Programmable ON-Board Display System for Bus and Rail, Traffic Signal Priority Pilot Project, Advanced Global Positioning Satellite (GPS) Vehicle Detection System Pilot Program and Automatic Passenger Counters (APC), GIS Project Development and Digital Aerial Photography.

X

NJ Transit

Systemwide / System Management

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.233	0.053	0.154	0.601	0.162
SWI	SWI	SWI	SWI	SWI
SEC 9	STATE	SEC 9	SEC 9	SEC 9
0.015	0.267			
SWI	SWI			
STATE	SEC 9			
Total FY98-02 Cost			\$1.485	

Various

N069

T146

Replacement of federal operating assistance

In accordance with recently enacted TTF legislation, replacement of Federal operating funds due to reduced Federal appropriations.

X

NJ Transit

Systemwide / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
1.355				
SWI				
STATE				
Total FY98-02 Cost			\$1.355	

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Transit Program - NJ TRANSIT

County

TIP#

dbnum

TITLE / PROJECT DESCRIPTION

Air Quality Code

Sponsor

Program Category

Program Schedule and Cost Summary (\$ millions)

Various

N070

T44

AMTRAK-Northeast Corridor Joint Benefit Agreement

Agreement with AMTRAK and NJ TRANSIT for the Northeast Corridor (NEC) Joint Benefit Capital Agreement for a five year period ending September 30, 2001 allocated for track, structures, electric traction, communications and signals, life safety and interlocking rehabilitations.

X

NJ Transit

Rail Infrastructure / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
3.850	3.850	4.850	4.850	
CAP	CAP	CAP	CAP	
SEC 9	SEC 9	SEC 9	SEC 9	
Total FY98-02 Cost				\$17.400

Various

N071

T32

Vehicle Overhaul-Rail

This element funds the overhaul of rail cars and locomotives in accordance with federal funding guidelines.

X

NJ Transit

Rail Rolling Stock / System Preservation

<u>FY98</u>	<u>FY99</u>	<u>FY00</u>	<u>FY01</u>	<u>FY02</u>
0.562	0.837	0.865	1.549	1.623
CAP	CAP	CAP	CAP	CAP
SEC 3F	SEC 3F	SEC 9	SEC 9	SEC 9
0.248				
CAP				
SEC 9				
Total FY98-02 Cost				\$5.684

**New Jersey Subregion
FY 1998 - 2002 TIP**

NJDOT Statewide Projects

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION									
Program Category		Lead Unit: Prog Mgr / Proj Mgr								
Phase	Fund	Program Schedule and Cost Summary (\$ millions)								

Statewide

X153

Access Management

The Department's share of funding for highway improvement projects advanced as a result of development and redevelopment. These funds are to be used when the fair share financial contributions obtained from a developer pursuant to N.J.S.A. 27:7-91h are insufficient to implement the improvement. These improvements will encourage economic development and help create jobs.

Congestion Management

CPM: Zahn /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		1.500			
EC	STATE			1.500		
EC	STATE				1.500	
EC	STATE					2.500

Total FY98-02 Cost \$7.000

Statewide

X166

Access Permit Application Review

The Department of Transportation has traditionally used consultants to assist in the review of access applications and on occasion to participate in the permit process to a greater extent. The Department has insufficient personnel to perform all of the work required within the time frames established by the Commissioner, law, and regulation. The timely issuance of access permits helps the State's economy by saving developer's carrying costs.

Congestion Management

CPM: Zahn /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		0.350			
EC	STATE			0.350		
EC	STATE				0.350	
EC	STATE					0.350

Total FY98-02 Cost \$1.400

Statewide

X62

Adopt-A-Highway Program

An ongoing program which enlists the support of civic groups to "adopt" segments of the state highway system to control litter and to provide for landscaping of state highways.

Quality of Life

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.100				
EC	STATE		0.100			
EC	STATE			0.100		
EC	STATE				0.100	
EC	STATE					0.100

Total FY98-02 Cost \$0.500

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION		Lead Unit: Prog Mgr / Proj Mgr			
Program Category	Phase	Fund	Program Schedule and Cost Summary (\$ millions)			

Statewide

X12

Advance acquisition of right of way

Advance acquisition of key right of way parcels, easements, transportation facilities, and access and development rights to preserve transportation corridors for future transportation use.

Capital Program Delivery

CPM: Silber /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	STATE	1.100				
ROW	STATE		2.000			
ROW	STATE			2.000		
ROW	STATE				2.000	
ROW	STATE					8.000

Total FY98-02 Cost \$15.100

Statewide

X02

Airport Safety Fund

An ongoing program of safety and other improvements at New Jersey's public-use airports.

Intermodal Programs

Planning: O'Hare /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	AIR SAFETY	0.700				
EC	STATE	10.000				
EC	AIR SAFETY		0.700			
EC	STATE		10.000			
EC	AIR SAFETY			0.700		
EC	STATE			8.000		
EC	AIR SAFETY				0.700	
EC	STATE				10.000	
EC	AIR SAFETY					0.700
EC	STATE					10.000

Total FY98-02 Cost \$51.500

Statewide

X44

Automated Systems Acquisition and Development

A comprehensive program of upgrading technology used by NJDOT staff including the acquisition and continuing support of computer aided design and drafting (CADD) equipment, automated survey equipment, software applications and development, personal computers, scientific laboratory equipment, network communications equipment, and other "work smarter" technologies that allows the Department to replace manual and obsolete processes with current technology.

Capital Program Support

F&A: Hanson /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION		
Program Category	Lead Unit: Prog Mgr / Proj Mgr		
Phase	Fund	Program Schedule and Cost Summary (\$ millions)	
EC	STATE	2.000	
EC	STATE		2.000
		Total FY98-02 Cost \$10.000	

Statewide

X155

Aviation Block Grant Program

A continuing program of safety and other airport improvements at New Jersey's general aviation and reliever airports, funded by the Federal Aviation Administration's Airport Improvement Program.

Intermodal Programs

Planning: O'Hare /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	FAA	8.000				
EC	FAA		8.000			
EC	FAA			8.000		
EC	FAA				8.000	
EC	FAA					8.000

Total FY98-02 Cost \$40.000

Statewide

X72A

Betterments, Bridge Preservation

Ongoing program of minor improvements to the state highway system, for bridge maintenance repair contracts, repair parts, and miscellaneous needs for emergent projects.

Bridge Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	7.000				
EC	STATE		4.000			
EC	STATE			3.000		
EC	STATE				4.000	
EC	STATE					4.000

Total FY98-02 Cost \$22.000

Statewide

X72B

Betterments, Roadway Preservation

Ongoing program of minor improvements to the state highway system, for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

Roadway Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	6.000				
EC	STATE		4.000			
EC	STATE			3.000		

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION			
Program Category			Lead Unit: Prog Mgr / Proj Mgr	
Phase	Fund	Program Schedule and Cost Summary (\$ millions)		
EC	STATE	4.000		
EC	STATE		4.000	
		Total FY98-02 Cost \$21.000		

Statewide

X72C

Betterments, Safety

Ongoing program of minor improvements to the state highway system for guiderail safety improvement contracts.

Safety

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	4.000				
EC	STATE		4.000			
EC	STATE			3.000		
EC	STATE				4.000	
EC	STATE					4.000

Total FY98-02 Cost \$19.000

Statewide

X185

Bicycle & Pedestrian Facilities/Accommodations

A program to develop projects to improve the ability of the transportation infrastructure to accommodate bicycle and pedestrian travel safely on public rights of way on state and county systems throughout the state.

Intermodal Programs

Planning: Feldman /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP-TE	0.500				
PRD	STP-TE		0.500			
PRD	STP-TE			0.500		
PRD	STP-TE				0.500	
PRD	STP-TE					0.500

Total FY98-02 Cost \$2.500

Statewide

X73A

Bridge Deck Patching, Statewide

A systemwide program of patching spalls in bridge decks on state highway bridges as a bridge deck protective measure. Deck patching defers more costly bridge deck replacement, while ensuring the safety of the motoring public.

Bridge Preservation

CPM: Lavelle / Heery

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.000				
EC	STP	1.000				
EC	STATE		1.000			
EC	STP		1.000			

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION				
Program Category	Lead Unit: Prog Mgr / Proj Mgr				
Phase	Fund	Program Schedule and Cost Summary (\$ millions)			
EC	STATE	1.000			
EC	STP	1.000			
EC	STATE		1.000		
EC	STP		1.000		
EC	STATE			1.000	
EC	STP			1.000	
		Total FY98-02 Cost \$10.000			

Statewide

97099

Bridge Fencing Program

Installation of fencing on bridges over state highways in order to prevent objects from being thrown onto the roadways.

Bridge Preservation

: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.000				

Total FY98-02 Cost \$1.000

Statewide

X70

Bridge Management System

Development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs, as required by federal law.

Bridge Preservation

CPM: Lewis /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	BRIDGE	0.400				
PRD	BRIDGE		0.400			
PRD	BRIDGE			0.400		
PRD	BRIDGE				0.400	
PRD	BRIDGE					0.400

Total FY98-02 Cost \$2.000

Statewide

X08

Bridge Painting, Statewide

Painting of the steel on various bridges statewide as an anti-corrosion measure in order to extend the life of the bridges.

Bridge Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.000				
EC	STP		1.000			
EC	STP			1.000		
EC	STP				1.000	

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION		Lead Unit: Prog Mgr / Proj Mgr
Program Category	Phase	Fund	Program Schedule and Cost Summary (\$ millions)
	EC	STP	1.000
			Total FY98-02 Cost \$5.000

Statewide

X240

Catalytic Converter Purchase

Purchase and installation of catalytic converters on government-owned large diesel trucks manufactured prior to 1991. NJDOT is contracting with a manufacturer to install catalytic converters on 200 NJDOT heavy-duty diesel trucks as part of a demonstration project. The state fleet includes approximately an additional 1400 pre-1991 diesel trucks which do not have catalytic converters. County, municipal, and transportation authority fleets consist of approximately 12,000 pre-1991 diesel trucks. Retrofitting this government fleet of approximately 13,000 pre-1991 heavy duty diesel trucks within one program will provide economy of scale benefits and provide significant emissions reduction.

Quality of Life

Planning: Weight /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	CMAQ	9.000				
CON	CMAQ		9.000			

Total FY98-02 Cost \$18.000

Statewide

X180

Construction Inspection

In order to provide for inspection of construction projects on an as and where needed basis, the Department has provided term agreements lasting one year for inspection of projects when and where needed.

Capital Program Delivery

CPM: Wagner /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000

Total FY98-02 Cost \$5.000

Statewide

X142

DBE Supportive Services Program

A federal grant program of support for disadvantaged business enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance to individual DBE contractors.

Capital Program Support

F&A: Davis / Jackson

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.500				
EC	STP		0.500			
EC	STP			0.500		

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION		
Program Category	Lead Unit: Prog Mgr / Proj Mgr		
Phase	Fund	Program Schedule and Cost Summary (\$ millions)	
EC	STP	0.500	
EC	STP		0.500
		Total FY98-02 Cost	\$2.500

Statewide

X106

Design, Emerging Projects

Program to allow initial funding for task order agreements as well as projects emerging from the Scoping Work Program.

Capital Program Delivery

CPM: Wagner /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	STATE	1.000				
DES	STATE		1.000			
DES	STATE			1.000		
DES	STATE				1.000	
DES	STATE					1.000

Total FY98-02 Cost \$5.000

Statewide

X197

Disadvantaged Business Enterprise

A federal grant to provide an integrated program of training and business development services to expand the capacity of Disadvantaged Business Enterprise (DBE) firms to more equitably compete for public works contracts in New Jersey.

Capital Program Support

F&A: Davis / Jackson

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.200				

Total FY98-02 Cost \$0.200

Statewide

X149

Drainage Management System

Development of a system to identify, assess, and prioritize drainage problems on the state highway system and to scope solutions for these problems.

Roadway Preservation

CPM: Toth /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STATE	0.500				
PRD	STATE		0.500			
PRD	STATE			0.500		
PRD	STATE				0.500	
PRD	STATE					0.500

Total FY98-02 Cost \$2.500

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum ROUTE / PROJECT DESCRIPTION
Program Category Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Statewide

X154 Drainage Rehabilitation and Maintenance, State

Rehabilitation and maintenance of state highway drainage systems, to include removal and disposal of material, sweeping, salary costs, and acquisition and maintenance of specialized equipment.

Roadway Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000

Total FY98-02 Cost \$4.000

Statewide

X039A Early Action Highway Signs Project

This project will implement state-of-the-art initiatives in sign technology to enable New Jersey's direction, location, and information signs to be more traveler friendly. Areas of technology to be explored include letter/number height, width, and color; background color; shape; material; illumination and lighting such as the recent innovations in solar-cell wafer construction. Included within this comprehensive project will be the installation, upgrade, or replacement of highway directional signs at all intersections of state highways and 500 series county roads, either by force account or contract, as well as providing a comprehensive computer database inventory of signs and locations to assist in future sign maintenance.

Quality of Life

Operations: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON	STATE	10.000				
EC	STATE		1.000			

Total FY98-02 Cost \$11.000

Statewide

X186A Economic Development

This program will provide assistance to counties and/or municipalities for Economic Development Authority projects.

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	1.500				

Total FY98-02 Cost \$1.500

Statewide

X241 Electrical Facilities

Replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program is highway lighting, sign lighting, cathodic protection for bridges, road weather information systems,

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
traffic counting/monitoring sites, and emergency call boxes.						
Capital Program Support		Operations: Senyk / Sroka				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.600				
EC	STATE		0.600			
EC	STATE			0.600		
EC	STATE				0.600	
EC	STATE					0.600
		Total FY98-02 Cost				\$3.000

Statewide

X147

Electrical and Signal Safety Engineering Program

A comprehensive training and mitigation program to improve safety conditions for NJDOT employees working on traffic signal poles in the vicinity of high-voltage electric lines.

Capital Program Support			Operations: Sroka / Sroka				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STATE		1.000				
EC	STATE			1.000			
EC	STATE				1.000		
EC	STATE					1.000	
Total FY98-02 Cost				\$4.000			

Statewide

X095

Enhanced Vehicle Inspection and Maintenance

A program of enhanced motor vehicle emissions testing and vehicle maintenance to assist New Jersey to meet federally mandated clean air goals. This program will be implemented by the Division of Motor Vehicle Services.

Quality of Life			DMV: /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	CMAQ	45.000					
EC	CMAQ		45.000				
EC	CMAQ			45.000			
EC	CMAQ				45.000		
EC	CMAQ					45.000	
Total FY98-02 Cost				\$225.000			

Statewide

X75

Environmental Investigations

Funding for environmental assessment work products provided on a quick-response basis through specialized, task order, consultant agreements in such areas as ecology permits, wetlands delineation and mitigation monitoring, hazardous waste investigations, cultural resource investigations and mitigation, and NEPA and Section

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements requiring 100% state funding.						
Capital Program Delivery		CPM: Wagner /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	2.000				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
		Total FY98-02 Cost				\$10.000

Statewide

X15

Equipment (Vehicles & Construction Equipment)

Short-term rental, direct purchase of replacement or new equipment, such as trucks and construction equipment to support the expanded capital and maintenance programs.

Capital Program Support		Operations: Keating /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	10.000				
EC	STATE		7.000			
EC	STATE			7.000		
EC	STATE				7.000	
EC	STATE					7.000
		Total FY98-02 Cost \$38.000				

Statewide

X245

Equipment Fleet Repair

Capitalized maintenance activities to include equipment repairs that will extend the life of Department of Transportation vehicles by at least two years.

Capital Program Support		Operations: Ari / S. Toth				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	3.300				
EC	STATE		3.300			
EC	STATE			3.300		
EC	STATE				3.300	
EC	STATE					3.300
		Total FY98-02 Cost \$16.500				

Statewide

X139

Equipment debt service

Master lease payments for vehicles.

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category			Lead Unit: Prog Mgr / Proj Mgr			
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
Capital Program Support			Operations: Keating /			
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.026				
			Total FY98-02 Cost		\$0.026	

Statewide

X202	Fixed Object Removal		Removal of fixed objects which have been identified as safety hazards.				
Safety			CPM: Lavelle / Heery				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STP-SY		0.750				
EC	STP-SY				0.750		
			Total FY98-02 Cost		\$1.500		

Statewide

X34	Freight Program		Rehabilitation and improvement of key elements of the State's freight network, including acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program, matching of federal funds, and participation in other projects and programs for improvement of the intermodal goods movement network and support of economic development initiatives.				
Intermodal Programs			Planning: Matthews /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
CON	STATE	10.000					
CON	STATE		2.000				
CON	STATE			2.000			
CON	STATE				2.000		
Total FY98-02 Cost					\$16.000		

Statewide

X200A	Good Neighbor Landscaping		Funding for open-ended landscaping contracts to permit the Department to address landscaping needs on a timely basis, or install functional plantings and landscape elements to minimize adverse effects of the highway where engineering solutions are prohibitive.				
Capital Program Support			CPM: Lavelle / Patel				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STATE		0.500				
EC	STATE			0.500			
EC	STATE				0.500		
EC	STATE					0.500	

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum ROUTE / PROJECT DESCRIPTION
Program Category Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost \$2.000

Statewide

97008

High-mast Light Poles

Inspection of the High Mast Light Poles throughout the state to determine the condition of each pole. This inspection will identify those poles which exhibit cracks, and will be used as the basis for developing a plan for maintenance and repairs.

Roadway Preservation

CPM: Baig /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.200				
EC	STATE		0.150			
EC	STATE			0.150		

Total FY98-02 Cost \$0.500

Statewide

X236

Historic Bridge Preservation Plan

Development of a preservation/management plan for the state's historic bridges. The plan will include technical guidance, assessment of individual structures for preservability, a maintenance manual, and technical training.

Bridge Preservation

CPM: Rich / M. Crum

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	BRIDGE	0.300				

Total FY98-02 Cost \$0.300

Statewide

97097

Historic Corridor Study

An analysis effort to determine the extent of historic roadway impacts in New Jersey.

Capital Program Delivery

CPM: Rich / M. Crum

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	STP	0.250				

Total FY98-02 Cost \$0.250

Statewide

X151

Interstate Service Facilities

Development and implementation of improvements and landscaping to the network of interstate highway service facilities.

Strategic Mobility

F&A: Chiacchio /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
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FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
EC	STATE	0.500				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
		Total FY98-02 Cost \$4.500				

Statewide

X137

Legal costs for right of way condemnation

Reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

Capital Program Delivery

F&A: Innocenzi /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.750				
EC	STATE		0.750			
EC	STATE			0.750		
EC	STATE				0.750	
EC	STATE					0.750

Total FY98-02 Cost \$3.750

Statewide

X161

Local Aid for Centers of Place

An innovative program to help New Jersey communities which have become "designated centers of place" under the State Development and Redevelopment Plan to develop and implement transportation improvements that support the planning and implementation agenda of the center.

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.750				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000

Total FY98-02 Cost \$4.750

Statewide

X186

Local Aid, Discretionary

Local aid funding for counties and municipalities in addition to the basic Trust Fund Act program.

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	21.500				

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION				
Program Category	Lead Unit: Prog Mgr / Proj Mgr				
Phase	Fund	Program Schedule and Cost Summary (\$ millions)			
ERC	STATE	13.000			
ERC	STATE		13.000		
ERC	STATE			13.000	
ERC	STATE				13.000
		Total FY98-02 Cost \$73.500			

Statewide

X98Z

Local Municipal Aid, Urban Aid

Funds allocated to Urban Aid for transportation improvements under the New Jersey Transportation Trust Fund Act.

Local Aid

Planning: Goslin /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	5.000				
ERC	STATE		5.000			
ERC	STATE			5.000		
ERC	STATE				5.000	
ERC	STATE					5.000

Total FY98-02 Cost \$25.000

Statewide

X196

Maintenance Management System

Design and implementation of a re-engineered Maintenance Management System. The current 20 year old system requires re-engineering to update and improve support of operations and resource planning. The new system will provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement, Bridge, etc.).

Roadway Preservation

Operations: Walz /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STATE	0.700				
PRD	STP	0.400				
PRD	STATE		0.300			
PRD	STATE			0.300		
PRD	STATE				0.300	
PRD	STATE					0.300

Total FY98-02 Cost \$2.300

Statewide

X51

Maintenance, Interstate Preventive

Crack sealing, drainage system cleaning, bridge joint cleaning and other activities which help to maintain New Jersey's interstate highway system in a state of good repair.

Roadway Preservation

Operations: Senyk /

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	I-MAINT	0.500				
EC	I-MAINT		1.500			
EC	I-MAINT			2.000		
EC	I-MAINT				0.500	
EC	I-MAINT					0.500
		Total FY98-02 Cost \$5.000				

Statewide

X128A

Maintenance, State Preventive, Federal

Crack sealing, drainage system cleaning, bridge joint cleaning, and other activities which help to maintain New Jersey's non-interstate highway system in a state of good repair.

Roadway Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STP	5.000					
EC	NHS	5.000					
EC	STP		3.000				
EC	NHS		3.000				
EC	STP			3.000			
EC	NHS			2.000			
EC	STP				5.000		
EC	NHS				3.000		
EC	STP					5.000	
EC	NHS					3.000	

Total FY98-02 Cost \$37.000

Statewide

X233

Motor Vehicle Accident Record Processing

Funding to implement the comprehensive accident record database which includes driver/accident correlation, accident locating, police accident report analysis, and data entry.

Safety

Planning: Kuziw /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STP	1.300					
EC	STP		1.400				
EC	STP			1.500			
EC	STP				1.600		
EC	STP					1.500	

Total FY98-02 Cost \$7.300

Statewide

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum ROUTE / PROJECT DESCRIPTION

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

X69

Pavement Management System

Development, improvement, and expansion of New Jersey's Pavement Management System. The Pavement Management System is a computerized analytical tool for analyzing and prioritizing pavement deficiencies and for optimizing rehabilitation strategies. Development and maintenance of a Pavement Management System is necessary to meet FHWA requirements for the funding of pavement related projects.

Roadway Preservation

Operations: Walz / Jumikis

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STP	3.450				
PRD	STP		1.950			
PRD	STP			1.950		
PRD	STP				1.950	
PRD	STP					2.100

Total FY98-02 Cost \$11.400

Statewide

X29

Physical Plant

Major repairs, rehabilitation, and replacement of Department physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

Capital Program Support

F&A: Chiacchio /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	9.000				
ERC	STATE		8.000			
ERC	STATE			8.000		
ERC	STATE				8.000	
ERC	STATE					8.000

Total FY98-02 Cost \$41.000

Statewide

X30

Planning and Research, Federal-Aid

The Department will continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities include data collection, inter-governmental planning coordination, planning work in support of the six management systems, and research initiatives.

Capital Program Delivery

Planning: Immordino /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	SPR	8.500				
PLS	STP	2.000				
PLS	SPR		8.500			
PLS	STP		2.500			
PLS	SPR			8.500		
PLS	STP			3.000		

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION			
Program Category			Lead Unit: Prog Mgr / Proj Mgr	
Phase	Fund	Program Schedule and Cost Summary (\$ millions)		
PLS	SPR	8.500		
PLS	STP	3.500		
PLS	SPR		8.500	
PLS	STP		4.000	
		Total FY98-02 Cost	\$57.500	

Statewide

X140

Planning and Technology Development, State

Planning activities including congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing intermodalism, demographics, access management plans, transportation policy, equipment, modelling, clean air initiatives, data collection equipment, and deployment of new technology initiatives.

Capital Program Delivery

Planning: Immordino /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	STATE	2.000				
PLS	STATE		2.000			
PLS	STATE			2.000		
PLS	STATE				2.000	
PLS	STATE					2.000

Total FY98-02 Cost \$10.000

Statewide

X135

Pre-Apprenticeship Training Program

Funding for pre-apprenticeship program to train minorities and females to qualify for entry into union apprenticeship programs and employment on NJDOT construction projects.

Capital Program Support

F&A: Davis / Jackson

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.000				
EC	STP		1.000			
EC	STP			1.000		
EC	STP				1.000	
EC	STP					1.000

Total FY98-02 Cost \$5.000

Statewide

X10

Program implementation costs, NJDOT

Funding for salaries and other administrative expenses which directly relate to developing and delivering the capital program. This funding is allocated for multi-year and previously authorized project costs.

Capital Program Delivery

F&A: Innocenzi /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	71.900				

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION				
Program Category	Lead Unit: Prog Mgr / Proj Mgr				
Phase	Fund	Program Schedule and Cost Summary (\$ millions)			
EC	STATE	73.986			
EC	STATE		73.986		
EC	STATE			73.986	
EC	STATE				73.986
		Total FY98-02 Cost \$367.844			

Statewide

X32

Project Development, Preliminary Engineering

Planning and project development work on various identified needs on the state transportation system.

Capital Program Delivery

CPM: Toth /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PRD	STATE	3.000				
PRD	STP	1.200				
PRD	STATE		3.000			
PRD	STP		1.200			
PRD	STATE			3.000		
PRD	STP			1.200		
PRD	STATE				3.000	
PRD	STP				1.200	
PRD	STATE					4.000
PRD	STP					1.200

Total FY98-02 Cost \$22.000

Statewide

X144

Regional Action Program

A program of low-cost, quick-turnaround capital improvements to be accomplished under the management of the Executive Director for Regional Operations in each of the NJDOT regions.

Roadway Preservation

Operations: Roberson /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000

Total FY98-02 Cost \$8.000

Statewide

X03E

Resurfacing Program, Federal

Systemwide program of improving state highways through the application of a new surface course and minor safety improvements to highway segments identified by the NJDOT Pavement Management System.

Roadway Preservation

Operations: Senyk /

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Highway Program

Adopted - July 24, 1997

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	1.000				
		Total FY98-02 Cost \$1.000				

Statewide

X03D

Resurfacing Program, State

Systemwide program of improving state highways through the application of a new surface course and minor safety improvements to highway segments identified by the NJDOT Pavement Management System.

Roadway Preservation

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	18.865				
EC	STATE		27.854			
EC	STATE			15.244		
EC	STATE				17.656	
EC	STATE					40.884

Total FY98-02 Cost \$120.503

Statewide

X68

Safety Management System

Development and improvement of the New Jersey Safety Management System, which includes a computerized system of analyzing accident data for state highways to identify potential locations for safety improvements, as required by federal law. Also included is work zone safety inspections of DOT projects, electrical signal design, guiderail need investigations, providing truck routing information for oversize and overweight vehicles, as well as individual field investigation of potential safety improvements which respond to concerns raised by the public on state, county, and municipal roadways.

Safety

CPM: Warren /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP-SY	3.500				
EC	STP-SY		3.500			
EC	STP-SY			3.500		
EC	STP-SY				3.500	
EC	STP-SY					3.500

Total FY98-02 Cost \$17.500

Statewide

X239

Sign Structure Inspection

Inspection of overhead and cantilever sign structures on state roadways.

Quality of Life

CPM: Baig /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE		1.250			

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION			
Program Category	Lead Unit: Prog Mgr / Proj Mgr			
Phase	Fund	Program Schedule and Cost Summary (\$ millions)		
EC	STATE	1.250		
EC	STATE		1.250	
EC	STATE			1.250
		Total FY98-02 Cost \$5.000		

Statewide

X39	Signs Program, Statewide		Systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.				
Quality of Life			Operations: Senyk /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	
EC	STATE		1.000				
EC	STATE			1.000			
EC	STATE				1.000		
			Total FY98-02 Cost \$3.000				

Statewide

X160		Solid and hazardous waste cleanup				
		Cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.				
Capital Program Support		Operations: Walz /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.500				
EC	STATE		2.000			
EC	STATE			2.000		
EC	STATE				2.000	
EC	STATE					2.000
		<div>Total FY98-02 Cost\$8.500</div>				

Statewide

X246		State Infrastructure Bank				
		Matching funds to participate in a joint federal/state infrastructure bank program.				
Strategic Mobility		: /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STP	1.000				
		Total FY98-02 Cost \$1.000				

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION									
Program Category			Lead Unit: Prog Mgr / Proj Mgr							
Phase	Fund	Program Schedule and Cost Summary (\$ millions)								

Statewide

X150

State Police Enforcement and Safety Services

Reimbursement for State Police equipment, facilities, and services for enforcement of safety rules and traffic control in construction work zones.

Capital Program Delivery

Operations: Paul Hoffman /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	4.500				
EC	STATE	2.000				
EC	STP		3.000			
EC	STATE		1.000			
EC	STP			3.000		
EC	STATE			1.000		
EC	STP				3.000	
EC	STATE				1.000	
EC	STP					3.000
EC	STATE					1.000

Total FY98-02 Cost \$22.500

Statewide

X235

Statewide Operations Center

Statewide Operations Center (SOC), a joint-use facility that would contain New Jersey State Police and NJDOT personnel involved with incident response and traffic management on the state's highway system. The SOC also would function as a central command post, able to accommodate representatives from other state departments and agencies, during states of emergency.

Congestion Management

Operations: Aufschneider /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP		3.000			
EC	STP			0.500		
EC	STP				0.500	

Total FY98-02 Cost \$4.000

Statewide

X43

TMA Support

Program to provide feasibility studies for establishment of public/private transportation management associations (TMAs) at the local level. The types of initiatives which TMAs may participate in include ridesharing information services, transit development and promotion, and other incentive and demonstration programs in transportation demand management.

Congestion Management

Planning: Beetle / Moore

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
PLS	CMAQ	0.100				
PLS	CMAQ		0.100			

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum ROUTE / PROJECT DESCRIPTION
Program Category Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Total FY98-02 Cost \$0.200

Statewide

X66

Traffic Monitoring Systems

Collection of essential traffic data, including traffic counts, vehicle classifications, vehicle occupancy, and site-specific air quality monitoring. Included in this item is the construction of monitoring sites (WIM--Weigh-in-Motion and speed monitoring) and acquisition of new equipment to upgrade existing stations. Site selection will be made through NJDOT's Traffic Monitoring Systems highway plan as approved by FHWA. These funds will also be used to retain a contractor to install traffic loops and sensors at sites statewide.

Capital Program Delivery

Planning: Kuziw / Whiteley

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	2.000				
EC	STP		3.000			
EC	STP			4.000		
EC	STP				4.000	
EC	STP					4.000

Total FY98-02 Cost \$17.000

Statewide

X237

Traffic Signal Relamping

Relamping of traffic signals on an annual basis. New red LED lamps will be exchanged for existing shorter-life red incandescent lamps in heavy traffic locations.

Capital Program Support

Operations: Sroka /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.700				
EC	STATE		1.700			
EC	STATE			1.700		
EC	STATE				1.700	
EC	STATE					1.700

Total FY98-02 Cost \$8.500

Statewide

X47

Traffic Signal Replacement

Purchase of materials and installation of new and upgraded traffic signals statewide and related improvements to the operation of signals.

Safety

Operations: Senyk /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Highway Program

Adopted - July 24, 1997

dbnum ROUTE / PROJECT DESCRIPTION
Program Category Lead Unit: Prog Mgr / Proj Mgr

Phase	Fund	Program Schedule and Cost Summary (\$ millions)		
EC	STATE			1.000
		Total FY98-02 Cost \$5.000		

Statewide

X244 **Training and Technology Development**
Development of training and technology programs to advance the skills and knowledge of Department employees to implement capital programs.

Capital Program Support Human Resources: Bennett /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.250				
EC	STATE		0.250			
EC	STATE			0.250		
EC	STATE				0.250	
EC	STATE					0.250

Total FY98-02 Cost \$1.250

Statewide

X28B **Transportation Demand Management Program**
A comprehensive program of developing and implementing a variety of Transportation Demand Management (TDM) strategies to provide alternatives to single-occupant vehicle use, including development and marketing of park and rides; grants to counties and municipalities for local park and rides; park and ride leasing; marketing of TDM options; marketing, development, evaluation and enforcement of HOV lanes; bicycle and pedestrian project development, promotion and planning coordination; support of statewide voluntary trip reduction program.

Congestion Management Planning: Beetle / Moore/Pivovar

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	3.000				
EC	STATE	0.500				
EC	STP		3.000			
EC	STATE		0.500			
EC	CMAQ			3.000		
EC	STATE			0.500		
EC	CMAQ				3.000	
EC	STATE				0.500	
EC	CMAQ					3.000
EC	STATE					0.500

Total FY98-02 Cost \$17.500

Statewide

X107 **Transportation Enhancements**
Federally-funded projects for scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category		Lead Unit: Prog Mgr / Proj Mgr				
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
Quality of Life		Planning: Goslin /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STP-TE	8.715				
ERC	STP-TE		4.870			
ERC	STP-TE			9.185		
ERC	STP-TE				10.110	
ERC	STP-TE					13.110
		Total FY98-02 Cost \$45.990				

Statewide

X162

Transportation Grants

This is a source of federal funds to be used for various unanticipated projects through the fiscal year.

Capital Program Delivery		CPM: McLaughlin /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	VAR. FEDERAL	1.000				
ERC	VAR. FEDERAL		1.000			
ERC	VAR. FEDERAL			1.000		
ERC	VAR. FEDERAL				1.000	
ERC	VAR. FEDERAL					1.000
		<div>Total FY98-02 Cost\$5.000</div>				

Statewide

X11

Unanticipated Expenses, State

Unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through advance construction agreements with FHWA, settlement of project accounting discrepancies with FHWA, and minor work identified during the year.

Capital Program Delivery		CPM: McLaughlin /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ERC	STATE	5.000				
ERC	STATE		5.000			
ERC	STATE			5.000		
ERC	STATE				5.000	
ERC	STATE					5.000
		Total FY98-02 Cost				\$25.000

Statewide

X101

Underground exploration for utility facilities

Use of vacuum excavation equipment to dig test pits which accurately locate underground utilities for the purpose of mitigating design and construction problems caused by conflicts with utility locations.

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Adopted - July 24, 1997

Highway Program

dbnum	ROUTE / PROJECT DESCRIPTION					
Program Category	Lead Unit: Prog Mgr / Proj Mgr					
Phase	Fund	Program Schedule and Cost Summary (\$ millions)				
Capital Program Delivery		CPM: Fanelle /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	0.150				
EC	STATE		0.150			
EC	STATE			0.150		
EC	STATE				0.150	
		Total FY98-02 Cost				\$0.600

Statewide

X126

University Transportation Research Technology

Funding for university research centers and programs providing support for New Jersey transportation needs, including the multistate University Transportation Research Center/Research Foundation, the National Center for Transportation and Industrial Productivity at NJIT, the LTAP center at Rutgers, The Center for Advanced Infrastructure Technology at Rutgers.

Capital Program Delivery		Planning: Roberts /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STATE	1.000				
EC	STATE		1.000			
EC	STATE			1.000		
EC	STATE				1.000	
EC	STATE					1.000
		Total FY98-02 Cost \$5.000				

Statewide

X182

Utility Reconnaissance and Relocation

Reimbursement for design and construction costs for utility companies required to relocate facilities due to transportation improvement projects.

Capital Program Delivery		CPM: Troiano /				
		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP		1.000			
EC	STATE		1.000			
EC	STP			1.000		
EC	STATE			1.000		
EC	STP				1.000	
EC	STATE				1.000	
EC	STP					1.000
EC	STATE					1.000
		Total FY98-02 Cost \$8.000				

Statewide

X163

Value Engineering

FY 1998-2002 Transportation Improvement Program

New Jersey DOT Statewide

Highway Program

Adopted - July 24, 1997

dbnum ROUTE / PROJECT DESCRIPTION
 Program Category Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Develop a system and procedures to implement life-cycle cost analysis (LCCA) and value engineering (VE) analysis requirements of the National Highway System (NHS) and conduct specific standard drawings, details and materials, specifications, policies and procedures.

Capital Program Delivery

CPM: Ninesling /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.100				
EC	STP		0.100			
EC	STP			0.100		
EC	STP				0.100	
EC	STP					0.100

Total FY98-02 Cost	\$0.500
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Statewide

X199

Youth Employment and TRAC Programs

Programs providing employment and training opportunities to youths in New Jersey, especially those in urban areas.

Capital Program Support

F&A: Davis / Jackson

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
EC	STP	0.250				
EC	STP		0.250			
EC	STP			0.250		
EC	STP				0.250	
EC	STP					0.250

Total FY98-02 Cost	\$1.250
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**New Jersey Subregion
FY 1998 - 2002 TIP**

Transition Projects

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

0060 295 95/195 Call Boxes, DVRPC
Installation of emergency call boxes on Routes I-295, I-95, and I-195 through portions of Burlington, Mercer, and Gloucester Counties to provide emergency response to motorists.
Various

Safety

CPM: Gramlich / Davies

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
CON PREV. DEMO	1.263				

Total FY98-02 Cost \$1.263

Burlington

1027 CR 563 Greenbank Road Bridge
Greenbank Road Bridge over Mullica River, rehabilitation
Reconstruction of the single-leaf bascule bridge, which currently has a sufficiency rating of 5.0. The rehabilitated structure will carry two 10-foot travel lanes and 7-foot shoulders. The existing structure carries two 8-foot travel lanes with no shoulders.
Washington Twp., Mullica Twp.

Bridge Preservation

CPM: Rollo / Patel

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES PROP. FEDERAL	0.515				

Total FY98-02 Cost \$0.515

Burlington

1290 Vincentown-Retreat Road Bridge
Vincentown-Retreat Road Bridge over south branch of Rancocas Creek, replacement
Replacement of the existing deficient bridge, which has a sufficiency rating of 33.4.
Southampton Twp.

Bridge Preservation

CPM: Rollo / Bousenberry

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES PROP. FEDERAL	0.250				

Total FY98-02 Cost \$0.250

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

1291 CR 641 Lumberton-Vincetown Road Bridge
Lumberton-Vincetown Road Bridge over South Branch of Rancocas Creek, replacement
The existing structure carries two 11-foot travel lanes with 4-foot shoulders. The proposed structure will carry two 12-foot travel lanes with 3-foot shoulders. The poor sight distance of the eastbound bridge approach will be corrected. The sufficiency rating of this structure is 33.4.
Southampton Twp.

Bridge Preservation

CPM: Rollo / Bousenberry

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.250				

Total FY98-02 Cost	\$0.250
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Burlington

1292 Marlton Pike Bridge
Marlton Pike Bridge over Southwest branch of Rancocas Creek, replacement
Replacement of off-system bridge.
Evesham Twp.

Bridge Preservation

Local: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.150				

Total FY98-02 Cost	\$0.150
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Burlington

1301 CR 542 Wading River Bridge
CR 542 Bridge over Wading River, replace pilings and bulkhead
Replacement of pilings and bulkhead.
Bass River Twp., Washington Twp.

Bridge Preservation

Local: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.200				

Total FY98-02 Cost	\$0.200
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Burlington

1302 **Hartford Road**
Route 38 to NJIT entrance, rehabilitation
Roadway rehabilitation and reconstruction to improve vertical and horizontal geometry, including rehabilitation of small bridge.
Mt. Laurel Twp.

Local Aid

Local: /

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.300				

Total FY98-02 Cost	\$0.300
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Camden

2256 CR 537 Federal Street Bridge
Federal Street Bridge over Cooper River, rehabilitation
Bridge rehabilitation, including deck and stringer replacement, superstructure repairs, a new bridge seat within the existing east abutment, and historic preservation.
Camden City

Bridge Preservation

CPM: Gramlich / Scancella

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.400				

Total FY98-02 Cost	\$0.400
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Gloucester

3015A-B

41 42F 1A 2A 14M

Singley Avenue to Cooper Street (CR 706), operational improvements

Construction of a new ramp connecting Route 41 to Route 42 Freeway south; relocation and reconfiguration of other ramps; intersection improvements on Route 41 at Deptford Center Road, Clements Bridge Road, and Cooper Street; and widening of Route 41 between Deptford Center Road and Cooper Street to provide a center left-turn lane.

Deptford Twp., Runnemede Boro, Gloucester Twp.

Congestion Management

CPM: Gramlich / Davies

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.486				

Total FY98-02 Cost \$0.486

Gloucester

3313

CR 671 Locke Avenue Bridge

Locke Avenue Bridge over Raccoon Creek, bridge replacement

Replacement of the existing one-lane movable bridge, which has a sufficiency rating of 17.0, with a two-lane stationary structure.

Swedesboro Boro, Woolwich Twp.

Bridge Preservation

CPM: Gramlich / Scancella

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.600				

Total FY98-02 Cost \$0.600

Gloucester

3410A-B

CR 653 Paulsboro Bridge

Billingsport Road (CR 653) over Conrail, grade separation

County Route 653 (Billingsport Road) will be carried over the Conrail Penns Grove Industrial Branch via this new bridge. The new structure will carry two 12-foot travel lanes with two 8-foot shoulders.

Paulsboro Boro

Bridge Preservation

CPM: Gramlich / Hellman

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
ROW	PREV. DEMO	0.500				

Total FY98-02 Cost \$0.500

FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum Municipalities
Air Quality Code
Program Category
Lead Unit: Prog Mgr / Proj Mgr

Phase Fund Program Schedule and Cost Summary (\$ millions)

Mercer

4213 Calhoun Street Bridge Replacement
Spring Street to Bellevue Avenue, bridge replacement
Replacement of bridge superstructure on modified abutment of existing bridge (Structure No. 1151161) over abandoned Conrail (ex-PC, ex-PRR) branch; lowering of Calhoun Street vertical alignment. The abandoned rail line is now owned by NJ Department of Environmental Protection. Plans are to convert the abandoned line to a bicycle/pedestrian path. The existing structure sufficiency rating is 48.5.
Trenton City

Bridge Preservation

CPM: Rollo / Mottola

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
DES	PROP. FEDERAL	0.250				

Total FY98-02 Cost	\$0.250
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FY 1998-2002 Transportation Improvement Program

DVRPC New Jersey Subregion

Adopted - July 24, 1997

Highway Program - Transition FY 97 Projects

County

TIP# ROUTE / PROJECT DESCRIPTION

dbnum

Municipalities

Air Quality Code

Program Category

Lead Unit: Prog Mgr / Proj Mgr

Phase

Fund

Program Schedule and Cost Summary (\$ millions)

Various

SW-40

Transportation Enhancements

Federally-funded projects for scenic enhancements, historic preservation, and bicycle and pedestrian improvements.

Various

Quality of Life

Planning: Goslin /

1998

1999

2000

2001

2002

ERC

STP-TE

Total FY98-02 Cost

\$7.851

Appendix A

Board Resolutions

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

DVRPC SELF-CERTIFICATION OF TRANSPORTATION PLANNING PROCESS

WHEREAS, the USDOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) which implement the planning provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Section 1024 of Public Law 102-240, 23 USC Sec. 134 and 49 USC Sec. 5303), requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and,

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local Officials; and,

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act (42 USC Sec. 7504 and Sec. 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and,

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the proposed Transportation Improvement Program (TIP), Year 2020 Comprehensive Plan and planning process; and,

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and,

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec. 324 and under 49 USC Sec. 794 have been met; and,

WHEREAS, the requirements of Section 1003(b) of ISTEA regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and,

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and USDOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27,37 and 38) have been met; and,

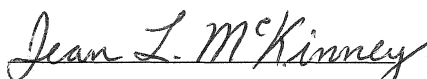
WHEREAS, the Congestion Management System (CMS) phase-in requirements for nonattainment Transportation Management Areas (TMAs) as contained in Section 450.336 of the Planning Regulations have been met;

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the Philadelphia, Camden, Trenton, and Pottstown Urbanized Areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 24th day of July 1997
by the Board of the Delaware Valley
Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission at a meeting duly held on July 24, 1997.


Jean L. McKinney, Recording Secretary

RESOLUTION

**ADOPTION OF THE FY 1998-2002 TRANSPORTATION
IMPROVEMENT PROGRAM FOR NEW JERSEY
AND REAFFIRMATION OF THE FY 1997-2001 TIP FOR PENNSYLVANIA
BY THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine county Delaware Valley Region as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA), and reviewed by the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, DVRPC has certified that the air quality planning process has been conducted in a manner meeting the requirements of all appropriate federal and state regulations; and,

WHEREAS, the projects included in this TIP have been drawn from a long range plan developed in accordance with this certified planning process and which has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's 2020 Transportation Plan, local, county, regional and state plans and policies; and,

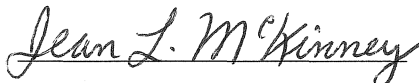
WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Delaware Valley to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 1998-2002 Transportation Improvement Program for New Jersey, as the region's official selection of transportation projects for federal funding in New Jersey, including the selection of those projects on the Transition FY97 Projects listing; and, reaffirms the continuing FY 1997-2001 TIP (as amended) as the region's official selection of transportation projects for federal funding in Pennsylvania.

Adopted this 24th day of July 1997
by the Board of the Delaware Valley
Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Delaware Valley Regional Planning Commission at a meeting duly held on July 24, 1997.


Jean L. McKinney, Recording Secretary

Appendix B

Memoranda of Understanding for Procedures to Amend and Modify the TIP

Delaware Valley Regional Planning Commission

Memorandum of Understanding

Concerning

Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

Adopted by the DVRPC Board on 4/24/97

PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law, the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. ISTEA also requires the state to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 15 MPOs), plus those projects from areas not covered by the MPOs which are handled through PennDOT.

ISTEA requires that a TIP cover a minimum of three years and be updated at least every two years. Though DVRPC prepares a new regional TIP each year, the Pennsylvania portion of the program is updated every other year (on odd years) to coincide with the update of the STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations**, which govern the provisions of ISTEA concerning the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects. Furthermore, the regulations permit the use of expedited procedures to accomplish certain modifications if prior agreements have been established.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments and Modifications** which are described below.

TIP AMENDMENTS

ISTEA defines a TIP amendment as the **addition or deletion** of any project to the TIP. DVRPC and its member agencies further agree that a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff), the movement of a project from the **fourth year** to any of the first three years, or any action to a previously obligated project which results in no phase remaining within the TIP period, will also be considered an amendment. In any of these cases, **formal action by the DVRPC Board is required**, generally based on a recommendation from the Regional Transportation Committee (RTC).

In order to **add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year and must maintain the overall financial constraint of the four year program. The reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved.

ISTEA and the Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a project (except for projects classified as exempt by the CAAA). DVRPC staff will determine whether a project is exempt from the conformity requirements and, if it is not exempt, whether the air quality impacts will be calculated using the regional conformity model or a project level analysis. Staff will consult with the appropriate agencies, as necessary, in making this determination.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize two classes of amendments. **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action. **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and Regional Citizen Committee (RCC).

EXPEDITED PROCEDURES FOR TIP MODIFICATIONS

The federal regulations permit an MPO to move projects from **years two or three** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to the engineering or right-of-way phase of a project listed in the approved TIP/STIP that is less than or equal to \$500,000; or when there is a cost increase to the construction phase that is less than or equal to \$1 million.
2. When a project is listed in an approved TIP/STIP without a right-of-way phase and an incidental ROW need is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP/STIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any environmentally sensitive property or residential/business structure(s).
3. When either PennDOT or SEPTA deems it appropriate to shift project funding between certain categories in accordance with available resources. These funding categories are limited to: for highway projects: National Highway System (NHS), Interstate Maintenance (IM), Bridge (BR), and Statewide Surface Transportation Program (STP); and, for transit projects: Section 5309 (formerly Section 3) and Section 5307 (formerly Section 9).

4. When either PennDOT or SEPTA need to add certain types of projects to the TIP/STIP that do not require formal action by the MPO as exempted under ISTEA. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

Under any of these circumstances, PennDOT or SEPTA will inform DVRPC of the action taken.

B. Modifications Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification to the TIP by administrative action (within 5 working days):

1. When a project sponsor wants to advance a project phase listed in the second or third year on the approved TIP/STIP (i.e., for the FY97 TIP: the years FY98 or FY99), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to the engineering or right-of-way phase of a project listed on the approved TIP/STIP is between \$500,000 and \$1 million, and the modification proposes to use funds only from other projects on the TIP/STIP that cannot be authorized that fiscal year due to scheduling or other delays.
3. When a cost increase to the construction phase is between \$1 million and \$5 million, and the modification proposes to use funds only from other projects on the TIP/STIP that cannot be authorized that fiscal year due to scheduling or other delays.
4. When the modification involves a 100% state funded project that is not considered regionally significant under the conformity guidelines.

DVRPC will notify its member agencies following such administrative action.

C. Modifications Requiring Formal Action by DVRPC

All other changes to the TIP not covered above will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board action. Any changes under this section should go to the RTC before going to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority.

TIP MANAGEMENT QUARTERLY REPORTS

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about projects, PennDOT has established, in consultation with DVRPC, a series of reports. DVRPC will present these reports to the RTC and Board during the month following the end of each quarter.

1. PennDOT will provide a TIP Management Report to the MPO at the beginning of each federal fiscal year. This plan will list all projects programmed in the first year of the TIP showing the most recent estimates for project schedule and cost.
2. The TIP Management Report will identify the region's target of the statewide obligation amount for that year.
3. PennDOT will provide to the MPO a multi-part Quarterly Updates to the TIP Management Report at the end of each quarter for distribution to the RTC. Subreports will include lists of actual obligations (differentiating between those for current TIP projects and those for projects authorized under prior TIPs), lists of projects in the current year of the TIP (indicating those that may be obligated this year and those that likely will not be based on letting schedules), and lists of construction phases that could be obligated this year but that are not in the current year of the TIP. Updated costs and schedules will be shown compared with TIP/STIP programmed costs and schedules.
4. PennDOT will provide a companion quarterly report that includes a list of all projects whose let date has moved from the current fiscal year to a later year, with reasons for the change.
5. DVRPC will compile a TIP Management Summary Report from the PennDOT quarterly reports for distribution to the RTC and DVRPC Board.

MEETINGS

1. The Pennsylvania Subcommittee of the RTC will hold a Beginning of the Year meeting to review all obligation activity for the previous year and current project costs and schedules, and to identify and explain all projects that were programmed for the current fiscal year in the TIP but which can not be obligated according to that schedule because of project delays.
2. A Mid-Year meeting (April) will be held to review the status of all projects on the TIP. Program costs for projects obligated to date plus funds obligated for work orders, etc. will be compared with the District obligation authority. To ensure that all District obligation authority will be consumed, recommendations for TIP amendments or modifications will developed.
3. At the 4th quarter meeting (October), the obligation record for the previous year will be reviewed and compared against the initial and mid-year revised programs. All charges against the District's obligation authority will be identified.
4. Other meetings of the Pennsylvania Subcommittee may be called from time to time by DVRPC as necessary to insure the proper development and management of the TIP and expedite the implementation of the region's projects.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).

Mr. Colin Hanna
Chairman,
for DVRPC

Date _____

Hon. Bradley Mallory
Secretary,
for PennDOT

Date _____

Mr. John K. Leary Jr.
General Manager,
for SEPTA

Date _____

**Memorandum of Understanding
between the
Delaware Valley Regional Planning Commission,
New Jersey Department of Transportation,
and New Jersey Transit Corporation**

**PROCEDURES TO AMEND AND MODIFY THE DVRPC
TRANSPORTATION IMPROVEMENT PROGRAM AND
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

In adopting a five-year Transportation Improvement Program (TIP) each year, the parties to this memorandum of understanding, the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT) and New Jersey Transit Corporation (NJ Transit), agree to a shared set of capital investments that implement the DVRPC's Regional Transportation Plan. Following gubernatorial (or NJDOT Commissioner, if so designated) approval of the DVRPC TIP, the three Metropolitan Planning Organization (MPO) TIPs are consolidated without exception into the State Transportation Improvement Program (STIP) which is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval. The federal approval enables NJDOT and NJ Transit to seek funding approval for individual projects that are listed in the first year of the TIP.

The purpose of this memorandum of understanding is to establish procedures for changing the TIP after it is adopted by the DVRPC and approved as part of the STIP by the federal government. Under provisions of the Intermodal Surface Transportation Efficiency Act of 1991, the approved TIP/STIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, accommodate cost and phase of work changes or major scope changes to a project. These changes can occur through one of three ways: (1) a TIP/STIP amendment, (2) a TIP/STIP modification or (3) through an expedited modification procedure which will be handled as a "project selection action" not requiring approval by FHWA or FTA. Fiscal constraint will be maintained throughout the amendment and modification process. The criteria and procedures for these three processes are as follows. Throughout this document the term subregion refers to one of the county or city members of DVRPC.

A. Amendments and Modifications

1. TIP/STIP Amendment Procedure

An amendment to the TIP/STIP shall be required for the following cases:

- (a) When a new project is added to the TIP/STIP.
- (b) When a project is deleted from the TIP/STIP.
- (c) When there is a major change to the project design concept or scope that would require a new TIP/State Implementation Plan (SIP) Conformity analysis.
- (d) When a project is being moved forward from the fourth or fifth years of the TIP/STIP into the first year.

Whenever one or more of the above situations occurs, the project sponsor shall give the DVRPC sufficient notice to acquire the necessary technical and policy level approvals. If the amendment is for a new project, the project sponsor shall provide the necessary project data required for the TIP/STIP, identify the funding source, and indicate if current programs, project phases or projects have to be moved into a later program year to accommodate the new project.

The DVRPC, in consultation with NJDOT or NJ Transit, shall determine if the proposed amendment requires a new TIP/SIP Conformity Analysis. If the project is exempt under the Environmental Protection Agency (EPA) Air Quality Conformity Rule (40 CFR Parts 51 & 93), the amendment shall be approved through the normal DVRPC approval procedures. If the project is not exempt, the DVRPC shall determine if a new TIP/SIP air quality conformity determination will require a regional analysis or a project level analysis, and will perform the appropriate analysis. The timely completion of the conformity determination is contingent upon expeditious receipt of the necessary technical data to both code the networks and complete the emissions analysis. Upon receipt of the above, the DVRPC will conduct the analysis in an expeditious fashion. When public involvement is necessary, the DVRPC will conduct the involvement consistent with its adopted public participation procedures prior to the DVRPC Board taking action on the amendment.

Upon approval of the amendment by the DVRPC Board, the DVRPC shall forward the amendment to the NJDOT with all the necessary back up documentation (i.e. evidence of DVRPC approval, demonstration of adherence to public participation and fiscal constraint requirements). NJDOT will submit the STIP amendment to either the FHWA for highway projects or the FTA for transit projects for their approval and inform the DVRPC when said approval is received. If a new regional conformity analysis was performed, NJDOT will forward the conformity determination to FHWA/FTA for consultation and approval of EPA. Upon approval by EPA, the FHWA/FTA will jointly approve NJDOT's request to amend the STIP, at which time the DVRPC will be informed.

2. TIP/STIP Modification Procedure

Modifications to the first program year of the TIP/STIP shall be necessary in the following two cases: (1) when the cost of particular phase of a project increases by more than \$250,000 or (2) when a project or phase of a project advances from the second or third year of the program into the first year of the TIP/STIP. The following procedures shall govern the DVRPC in determining the appropriate action needed for TIP/STIP Modifications:

- (a) When the proposed modification requires the use of unexpended project balances, the DVRPC Executive Director, upon consultation with and receipt of written concurrence from the affected subregion(s), shall process the action administratively within 10 working days.
- (b) When the proposed modification requires additional funding from other projects that, due to scheduling or other delays, cannot be authorized that fiscal year, the Executive Director, upon consultation with and receipt of written concurrence from the affected subregion(s), shall process the action administratively within 10 working days.
- (c) When the proposed modification is the result of a priority change, and/or it impacts other projects in the TIP/STIP or if the Executive Director can not receive written concurrence from the affected subregion(s) under paragraphs (a) or (b), the DVRPC, upon consultation with the affected subregion(s), shall forward this request to the Regional Transportation Committee (RTC) for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board action.

Upon approval of said modifications the DVRPC shall forward all necessary documentation to the NJDOT to be forwarded to FHWA/FTA for their records.

3. Expedited Modification Procedure

A project or project phase from the second year of the TIP/STIP may be advanced into the first year of the program without going through a formal modification process under this expedited procedure, as follows.

During the last quarter of the federal fiscal year (July 1st to September 30th), which is referred to as the transition quarter, it may be necessary for project sponsors to advance projects from the second year of the program into the first year in order for the State to draw down all available federal obligation authority. NJDOT agrees to provide the DVRPC with a list of projects, by the end of the third quarter (June 30), that are in jeopardy of not being authorized before the end of the federal fiscal year. NJDOT will also provide the DVRPC with a list of candidate projects from the second year of the STIP that could be advanced to replace those projects falling behind schedule. The DVRPC will have 30 days, within its process, to prioritize and endorse a list of replacement projects. NJDOT agrees to select projects in accordance with the DVRPC priorities subject to project schedules and available funding. Projects drawn from the DVRPC list will be handled as a TIP/STIP "project selection action" and will not require FHWA/FTA approval. NJDOT shall notify the DVRPC of each action within 10 days. This procedure only applies to NJDOT projects or NJ TRANSIT projects funded with FHWA funds.

B. Modifications Not Requiring Formal MPO Action

The NJDOT, NJ Transit and the DVRPC agree that formal action by the DVRPC will not be required in the following cases:

- (1) If there is a cost increase to a phase of a project and the increase is less than \$250,000.
- (2) If a project is listed in an approved TIP/STIP for design and/or construction and an incidental ROW need is discovered during the design phase. The ROW purchase will be considered as part of the design/construction phase of the project without modifying the TIP/STIP. Incidental ROW is the purchase of a minor piece of property (e.g., utility relocation) that does not involve the taking of any environmentally sensitive property, or residential/business structure(s).
- (3) If either NJDOT or NJ TRANSIT deems it appropriate to shift funding between certain funding categories in accordance with available resources. These funding categories only include: National Highway System (NHS), Interstate Maintenance (IM), Bridge (BR) and Statewide Surface Transportation Program (STP) for highway projects; and, Section 3 and Section 9 for transit projects. Following such action, the FHWA/FTA and the DVRPC will be notified.
- (4) If funds are to be drawn from the Statewide line items known as *Unanticipated Design, Right of Way and Construction Expenses* (various federal funding categories) to provide additional funding only for projects that have been previously authorized or appear in the current STIP. These line items are not to be used to fund a new project. The amount of funds authorized for each program shall be included in the NJDOT quarterly reporting system to the DVRPC.
- (5) If NJDOT or NJ Transit need to add certain projects permitted by ISTEA that do not require formal action by the MPO. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of emergency relief projects (except those involving substantial functional, locational and capacity changes).

The DVRPC also agrees that NJDOT and NJ Transit can use appropriate statewide line items throughout the state without going to each of the MPOs in the state for approval. NJDOT will continue to break down these line items, by MPO, wherever appropriate. The amount of funds authorized within each of these statewide line items for each MPO shall be included in the NJDOT/NJ Transit quarterly reporting system to the DVRPC.

C. Project Reporting System

The NJDOT and NJ TRANSIT shall maintain a quarterly reporting system that will provide the DVRPC with a status report of projects and programs listed in the STIP. This report will show each STIP project with the amount of funding that has been programmed and the amount authorized against each phase of work. The reporting system will also show major milestones and revised milestones for projects and will provide reasons for delays. The DVRPC will provide NJDOT with the status of the local lead projects for inclusion into the database.

D. Duration of Agreement and Provision for Changes

The DVRPC, NJDOT, and NJ Transit agree that the procedures contained in this memorandum of understanding shall govern how the agencies implement amendments and modifications to the TIP/STIP for a period not to exceed twelve months from May 1, 1996, the date of enactment, at which time the parties shall replace this agreement with another or confirm its continuance. Nothing in this clause shall prevent any of the parties from proposing changes to this document, nor does it preclude actual changes to the agreement based on mutual consensus of all parties.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

Mr. Ridgeley P. Ware
Chairman, DVRPC

Date _____

Hon. Frank J. Wilson
Commissioner, NJDOT

Date _____

Ms. Shirley DeLibero
Executive Director, NJ Transit Corp.

Date _____

Appendix C

Documentation of the Conformity Finding

Determination of Conformity between Amended Plan and Transportation Improvement Program and State Air Quality Implementation Plans

***Amendment of the
Year 2020 Transportation Plan
and adoption of the
FY 1998-2002 Transportation Improvement Program
to include new projects in New Jersey***

Revised September 3, 1997

On July 24, 1997, the Delaware Valley Regional Planning Commission amended the *Year 2020 Transportation Plan* to include several new projects in New Jersey. The changes make the proposed Fiscal Year 1998-2002 *Transportation Improvement Program* consistent with the *Plan*. The analysis conducted to demonstrate conformity of the *Plan* included all non-exempt new projects on principal arterials and higher classifications. Among these projects are four which clearly have regionally significance. These are:

- [1] ***Improvements to US 1 and CR 571*** — possible elimination of traffic signals along US 1 in West Windsor Township and grade separation of the intersection of US 1 and CR 571 (Washington Road). Although various alternative concepts are being reviewed, a two mile relocation of CR 571 which bypasses the village of Penn's Neck and runs along the Millstone River and D&R Canal (a.k.a. the Millstone Bypass) was used in the conformity test.
- [2] ***I-295 / NJ 42 Interchange*** — new direct ramps permitting northbound vehicles on I-295 to access eastbound NJ42 and westbound NJ 42 vehicles to access southbound I-295. The new ramps will facilitate these movements which now must use a longer, congested and unsafe route.
- [3] ***Southern New Jersey Light Rail System*** — a light rail line running between downtown Trenton through Burlington City, Camden and Woodbury and terminating in Glassboro. The section between Trenton and Camden replaces a project in the current TIP to construct a rapid transit line between Camden and Mount Holly. The section between Camden and Glassboro is currently in the TIP as a rapid transit line in will be modified to light rail, but will remain on the same right-of-way.
- [4] ***New Jersey Turnpike Widening*** — addition of a driving lane in each direction between Interchange 4 at NJ Route 73 south to the boundary with Salem County.

The Board's action, hereafter referred to as simply the *Amendment*, included a finding of conformity based upon Section 404(a) of the federal conformity rule. Specifically, the *Amendment* meets the following applicable conformity criteria:

- a **The conformity determination must be based on the latest planning assumptions.**
[51.412]
- b **The conformity determination must be based on the latest emission estimation model available.** [51.414]

Meeting the requirements of (a) and (b) above is described in *Conformity of the Delaware Valley's Direction 2020 Transportation Plan* dated July 1995 and apply to the *Amendment* as well.

c The MPO must make the conformity determination according to the consultation procedures in 51.402(a)(2) and 51.402(e). [51.416]

The *Amendment* also meets the requirement in (c) above. The finding that the *Amendment* conforms was reviewed by all members of the Conformity Subcommittee of the Regional Air Quality Committee. The Subcommittee was asked for its concurrence. The Subcommittee includes all agencies cited in 51.402(a)(2). In addition, the finding was announced to the public on May 30, 1997, a 30-day comment period was provided ending June 30, 1997, and the finding was cited in a presentation to the public at meetings held on Monday, June 16 (Collingswood, Camden County, New Jersey), Tuesday, June 17 (Ewing Township, Mercer County, New Jersey), and Thursday June 18, 1997 (Philadelphia, Pennsylvania). The DVRPC Regional Transportation Committee and the Regional Citizens Committee were also briefed on the project and had an opportunity to comment. Both committees recommend approval of the *Amendment*. The procedures meet the requirements on 51.402(e).

Following the Board's action, Region 2 of the United States Environmental Protection Agency requested that two revisions be made to the conformity finding. The first of these is to clarify that no transportation control measures are currently a part of the New Jersey SIP—see section “d” below. Secondly, EPA indicated that inventories for carbon monoxide in 2007, included in an approved SIP revision, are in fact emissions budgets. The conformity demonstration must therefore show that emissions of CO in 2007 and subsequent analysis years, meet the budget requirement—see section “e” below.

d The *Plan* and *TIP* must provide for the timely implementation of TCMs in the SIP. [51.418]

An appendix to the *FY 1997-2001 Transportation Improvement Program* indicates those transportation control measures in the New Jersey State Implementation Plan as revised in 1993. Most projects are completed, implemented, under construction, or on schedule. Five traffic flow improvements and one park-and-ride lot are delayed due to fiscal constraints, but remain as programmed projects. On its July 31, 1997 action on a New Jersey State Implementation Plan, EPA did not approve a section which included these transportation control measures. Therefore, no TCMS are currently a part of the SIP and no demonstration of timely implementation is necessary.

e The *Plan* and *TIP* must be consistent with the motor vehicle emissions budgets in the applicable implementation plan. [51.428 and 51.430]

The *Plan*, including the *Amendment*, was subjected to a regional emissions analysis. The tables beginning on the following page show the results of the analysis for volatile organic compounds, oxides of nitrogen and carbon monoxide. Emissions for 1990 and 1996 are unchanged from the July 1995 Conformity demonstration. Those for 2005, 2015 and 2020 have changed and are shown in *italics*. Although the only changes in the highway network

are in New Jersey, small changes in travel and emissions result in Pennsylvania as well. The emissions analysis must show that the *Action* scenario results in less emissions than any *Budget*, if established, for that year or any subsequent year. All VOC emissions for the action in years after 1996 are less than the budget for VOC in 1996, the only year for which a budget has been established in Pennsylvania. In New Jersey, new budgets became effective on April 1, 1997 for VOCs and NO_x in 1996 and 1999. Also, budgets for New Jersey counties containing attainment areas became effective on December 7, 1995. These budgets are also shown in *italics* in the tables.

Federal conformity guidance [51.428(b)(4)] permits interpolation of emissions in milestone years which are not horizon years in the Plan. DVRPC has interpolated VOC and NO_x emissions for 1999 in the following manner: VMT on highway links has been estimated in 1999 by straightline interpolation between 1996 and 2005 values. Speeds were recalculated. 1999 emission factors from MOBILE, using inputs analogous to the other years, were applied to these VMT and speeds to determine total emissions. CO emissions for 2007 were similarly calculated using VMT interpolated between 2005 and 2015. The Plan results in less emissions than the budgets for all analysis years.

The *TIP* is consistent with the conforming *Plan* such that the regional emissions analysis already performed for the *Plan* applies to the *TIP* also. Specifically:

- (i) The *TIP* contains all projects which must be started in the *TIP*'s timeframe in order to achieve the highway and transit system envisioned in the *Plan*'s horizon year.
- (ii) All *TIP* projects which are regionally significant are part of the specific highway or transit system envisioned in the *Plan*'s horizon year.
- (iii) The design concept and scope of each regionally significant project in the *TIP* is not significantly different from that described in the *Plan*.

f The *Plan* and *TIP* must contribute to emissions reductions in ozone and CO nonattainment areas. [51.436 and 51.438]

The emission analysis for the *Plan* must also show that the *Action* scenario results in less emissions than (1) the *Baseline* scenario in each of the analysis years, and (2) the *Base* emissions in 1990. These conditions are also met.

**Emissions Estimates Applicable to Year 2020 Plan
and the FY 1997-2001 Transportation Improvement Program**

Emissions of Volatile Organic Compounds (Kg/July day)

Year	Scenario	PA	NJ	Region
1990	Base	181,890	86,410	268,300
1996	Budget	99,673	47,410	147,083
1996	Action	90,439	47,274	137,713
1999	Budget	—	42,166	—
1999	Action	—	39,201	—
2005	Baseline	52,671	27,970	80,641
2005	Action	52,014	27,861	79,875
2015	Baseline	51,909	27,364	79,273
2015	Action	50,825	27,152	77,977
2020	Baseline	53,272	28,292	81,564
2020	Action	52,091	28,059	80,150

Emissions of Oxides of Nitrogen (Kg/July day)

Year	Scenario	PA	NJ	Region
1990	Base	156,523	89,630	246,153
1996	Budget	—	72,267	—
1996	Baseline	121,506	72,834	194,340
1996	Action	121,189	72,870	194,059
1999	Budget	—	65,645	—
1999	Action	—	62,745	—
2005	Baseline	98,948	55,937	154,885
2005	Action	98,570	56,107	154,677
2015	Baseline	103,234	57,407	160,641
2015	Action	102,672	57,472	160,144
2020	Baseline	106,147	59,143	165,290
2020	Action	105,543	59,229	164,772

Emissions of Carbon Monoxide (Kg/January day)

Year	Scenario	Burlington	Camden	Mercer
1990	Base	151,111	189,521	118,942
2005	Action	91,225	100,435	72,153
2007	Budget	124,812	148,499	98,059
2007	Action	90,567	99,556	71,298
2015	Action	93,328	102,240	72,460
2020	Action	96,951	106,062	74,625

Appendix D

Summary of Public Comments

SUMMARY OF PUBLIC COMMENTS

Draft FY 1998-2002 Transportation Improvement Program and Proposed Year 2020 Plan Amendments New Jersey Subregion

<p>Volume One Summary Table of Public Comments</p>

Volume Two
Written Testimony
Available from DVRPC upon Request

Volume Three
Additional Materials Provided with Written Comments
(Comments A-4, A-12, A-51, A-52, and A-53)
Available for Viewing at DVRPC Library

July 14, 1997



Delaware Valley Regional Planning Commission

ID #	From	Comments
A. Millstone Bypass (TIP# 4311A, Mercer County)		
Comments		
A-1 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Opposes project.
A-2	Mayor Marvin R. Reed Borough of Princeton	Project should remain in study phase due to inadequate design: design fails to relate to other transportation projects and needs in region; design should encourage equal distribution of traffic; design should include provisions for bicycles and pedestrians; design should be sensitive to environmental features and historic resources; right-of-way should be minimized to be compatible with surrounding streets; privatizing Washington Rd. should be reconsidered; better consideration should be given to acceleration and deceleration lanes; project should be delayed until NJTPK builds S-92 - Millstone Bypass should not be a substitute for this project; DOT should not enter into a "design-build contract - design details should be worked out prior to selecting a contractor.
A-3	Jean A. Mahoney Sensible Transportation Options Partnership [including joint letter from Peggy Killmer]	Opposes project in its current configuration: no multimodal components; no provisions for bicycles and pedestrians; combination of Millstone Bypass, Route 571 Widening, and Hightstown Bypass is defacto extension of NJTPK; ignores social and environmental impacts; inadequate traffic and environmental analysis; does not enhance or improve local roads that support tourism, historic preservation, or recreation; design is too complex and not user-friendly; public has been entirely excluded from planning process; no alternatives have been discussed (S.T.O.P. has proposed 4 options for discussion); need regional planning.
A-4	Candace Preston Sensible Transportation Options Partnership	Opposes putting project in TIP until proper public involvement has occurred, as required by ISTEA; objects to process that included the West Windsor community and organizations that will have a direct economic benefit from the project, but did not include the Princeton community; current configuration has serious design flaws which will compromise the D & R Canal Park and harm Princeton; closing main entrance to Princeton will be devastating to its community identity; Washington Rd. residents need relief from traffic, but not at the expense of Princeton; S.T.O.P. alternatives should be considered.

**Draft FY 1998-2002 Transportation Improvement Program and
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ID #	From	Comments
A-5	Richard Barrett Friends of the Washington Rd. Elms	Opposes project in its current configuration since it will adversely affect the elm trees on Washington Rd., which are eligible for listing on the State and National Registers of Historic Places.
A-6	Alan Goodheart Sensible Transportation Options Partnership	Opposes project in its current configuration since it has serious design flaws: no provisions for bicycles and pedestrians; does not reduce SOV trips; no strategies for identifying and implementing transportation enhancements; no opportunity for public to discuss alternatives (S.T.O.P. has proposed 4 options for discussion).
A-7	Patrick E. Lyons Sensible Transportation Options Partnership	Opposes project in its current configuration; will damage the natural environment, will introduce an unacceptable level of visual, noise, and air pollution; lighting will ruin quality of night; landscaping plans call for non-native species; drainage and storm water runoff not properly addressed.
A-8 [oral only]	Steve Frakt Princeton Township Committee	Opposes project; many details and issues still need to be considered; citizens must be allowed to participate in the process.
A-9 [oral only]	Robert Kiser Princeton Township Engineer	Opposes project in its current configuration; bicycles and pedestrians need to be accommodated; Washington Rd. Gateway should be preserved; excessive roadway width.
A-10 [oral only]	Lee Solow Regional Planning Board of Princeton	Opposes project in its current configuration; threatens Princeton historic core; will exacerbate current traffic problems; NJDOT needs to look at regional picture; need better public participation process; excessive roadway width; concerned about environmental impacts, including tree preservation, lighting, noise; need more comprehensive traffic analysis.
A-11	Arch C. Davis III, P.E. Borough of Princeton Traffic and Transportation	Opposes project in its current configuration; numerous design flaws and negative impacts; the current brute force design will kill the project; need a sensible alternative to deal with current and future traffic based on a sound regional plan.
A-12	Lawrence C. Wohl, Esq. Attorney for Sensible Transportation Options Partnership	Opposes project in its current configuration; shouldn't be on the TIP until consensus is reached; alternatives need to be discussed; no avenues for public participation; fast-tracking project with no public input; project will negatively impact the environment; project should be reviewed in concert with other related projects in the region; NJDOT unresponsive; project caters to interests of private development; NEPA process must be followed.
A-13 [oral only]	Joan Alpert Sensible Transportation Options Partnership	Opposes project in its current configuration; will limit access into and out of Princeton, which is a major medical center.

**Draft FY 1998-2002 Transportation Improvement Program and
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ID #	From	Comments
A-14	Henry F. Arnold Chair., Princeton Borough Cycling Advisory Committee	Opposes project in its current configuration; must maintain direct access to Princeton Junction by bicycle from downtown Princeton via Washington Rd.; overpass designs are hazardous to bicyclists.
A-15	Eugene J. McPartland Vice President for Facilities Princeton University	Supports project.
A-16	Rae Roeder West Windsor Township Council	Township is 100% in support of the project as designed; community input has been occurring for at least 10 years.
A-17 [oral only]	John Madden Planning Consultant, West Windsor Planning Board	Supports project; has many positive regional impacts; will relieve congestion in the Penns Neck area which is classified as a Center on the NJ State Plan; project should not be delayed.
A-18 [oral only]	Louise C. Costas West Windsor Twp. Resident	Supports project; will relieve congestion, reduce pollution, and improve safety on Washington Rd.
A-19 [oral only]	Alison Miller West Windsor Elected Official	Township-wide support for project; necessary to preserve the Penns Neck neighborhood; project should not be delayed.
A-20	Maryanne Telese-Lusmann West Windsor Twp. Resident	Supports project; shouldn't be delayed.
A-21	John L. Roeder Penns Neck Residents Association	Supports project; will relieve congestion on Washington Rd. and US 1; project is on Township Master Plan; two-lane design won't encourage additional traffic; design meets traffic needs and is aesthetically pleasing for both West Windsor and Princeton.
A-22 [oral only]	Chi Obi West Windsor Twp. Resident	Supports project; will reduce excessive noise levels on Washington Rd.; will improve health and safety of residents.
A-23	Stephen Lusmann West Windsor Twp. Resident	Supports project, but opposes widening CR 571 unreasonably in the business section of Princeton Junction.
A-24	Joseph Telese West Windsor Twp. Resident	Supports project; will improve safety on Washington Rd.
A-25	Sidney I. Willis West Windsor Twp. Resident	Supports project; will relieve congestion and reduce air and noise pollution.
A-26	Tamerra and James Moeller West Windsor Twp. Residents	Supports project, but wants Washington Rd. to remain open on both sides of Route 1.
A-27	Doris L. C. Brady West Windsor Twp. Resident	Supports project; will provide necessary traffic relief.

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ID #	From	Comments
A-28	Robert W. Bruschi West Windsor Township Business Administrator	Supports project in its current alignment.
A-29	Amanda D. Dey West Windsor Twp. Resident	Opposes project; project will only benefit several hundred people; will negatively impact the Millstone River ecosystem.
A-30	Frank A. Tyhis West Windsor Twp. Resident	Supports project; will relieve traffic congestion on Washington Rd.
A-31	Richard DeAngelis West Windsor Twp. Resident	Supports project; will not increase traffic in Princeton; should not be tied to Route 92 project; eliminating traffic lights on Route 1 will reduce auto emissions; should not be delayed.
A-32	Marvin Preston IV	Opposes project in its current configuration; suffers from design flaws characteristic of NJDOT design-build projects; design skewed to meet the needs of private interests; need to have input from all stakeholders; other alternatives should be considered.
A-33	Mary V. Zuccarillo and Anthony C. Zuccarillo	Support project; will relieve congestion on Washington Rd.
A-34	Pamela J. Hersh, Director Office of Community and State Affairs, Princeton University	Supports project; open negotiations about the project have been going on for two decades; project has support of area residents and elected officials; would improve traffic flow on Route 1 without encouraging more traffic; would benefit the entire region.
A-35	Catharine R. Macdonald West Windsor Twp. Resident	Supports project; will remove noisy and dangerous traffic from neighborhood.
A-36	David, Joshua, and Tasha Westbrook and Sanja Dimic West Windsor Twp. Residents	Support project; will reduce traffic volume and noise on Washington Rd.; will make neighborhood safer for children; support erection of pedestrian bridge over Route 1.
A-37	Gilbert Harman Department of Philosophy Princeton University	Opposes project in its current configuration; will increase traffic on Washington Rd. through Princeton University and Nassau St.; combination of Millstone Bypass, Hightstown Bypass, and CR 571 Widening will introduce new east-west route through Princeton; accidents will increase on Washington Rd. through the University as traffic increases; Harrison St. will also get more traffic that it doesn't need; current tree-lined Washington Ave. entrance to University will be eliminated.
A-38	Christine Stansell Princeton Resident	Opposes project; townspeople were not consulted; will increase traffic through neighborhood; combination of Millstone Bypass, Hightstown Bypass; and CR 571 Widening will create incentive for non-local traffic to move through the heart of Princeton; S.T.O.P. alternatives should be considered.

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ID #	From	Comments
A-39	Martha and Olav Redi Lower Fisher Place/Manor Ave. Neighborhood Assoc.	Opposed to project in its current configuration; design is not yet acceptable; historical and environmental sites will be destroyed; will have deleterious effect on homes on Lower Fisher Place; alternatives have not been considered.
A-40	Robert Darnton Princeton Resident	Opposes project; would be a disaster for Princeton Township and Borough; would ruin the canal; believes bypass would eventually be expanded as traffic grows; Washington Rd. access to Princeton should be preserved; must be a better solution.
A-41	Bettie Schroder	Opposes project; will increase truck traffic on Harrison St. and Nassau St.; need opportunity to discuss pros and cons.
A-42	Nancy W. Kieling West Windsor Twp. Resident	Opposes project in its current configuration; will cause unnecessary cultural and environmental harm; does too little good; designed with no public input from Princeton; will destroy important cultural, historical, and environmental landmarks; this project, in combination with Hightstown Bypass and Route 571 widening will be a de facto Route 92; not all Penns Neck residents support project; scope of road exceeds what Master Plan originally proposed; concerned about project's impact on emergency response times; other alternatives should be considered.
A-43	Jared T. Kieling West Windsor Twp. Resident	See above comment.
A-44	Sandra Higgins West Windsor Twp. Resident	Supports project; will relieve congestion and reduce noise on Washington Rd.
A-45	Ann Zultner West Windsor Twp. Resident	Opposes project in its current configuration; has not addressed public safety concerns of Penns Neck residents with respect to alternative routes of entrance/egress from their homes and access of emergency vehicles to Princeton Medical Center; reduces the number of entrances to Princeton to two; creates a de facto Route 92 in combination with the Hightstown Bypass and CR 571 Widening.
A-46	Alice M. Payne West Windsor Twp. Resident	Supports project; will improve conditions on Washington Rd.
A-47	Michael Valenti West Windsor Twp. Resident	Supports project; best alternative for everyone concerned; will reduce congestion and improve safety on Washington Rd.; project is on West Windsor Township's Master Plan.
A-48	David and Susan Parris	Support project; will reduce congestion and improve safety throughout Washington Rd. community.

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ID #	From	Comments
A-49	Louise E. Connolly West Windsor Twp. Resident	Supports project; will reduce congestion and noise in Penns Neck community.
A-50	Jeffrey Emil Diaz	Opposes project; NJDOT not prepared to address concerns; Millstone Bypass, Hightstown Bypass, and CR 571 Widening should be addressed as one project in terms of their impacts; environmental impacts such as flooding, pollution, and destruction of woodlands have not been considered; actual dimensions of bypass could accommodate four lanes; "design-build" process shouldn't be used; insufficient public participation; will induce traffic; character of towns will be destroyed; will exacerbate congestion at the Princeton Junction train station; money should be spent on projects that will promote alternate means of transportation; will attract undesirable land uses; other alternatives for relieving traffic on Washington Rd. should be explored.
A-51	Over 240 Copies of a Form Letter from Area Residents	Opposed to project in its current configuration; will cause unnecessary cultural and environmental harm; does too little good; designed with no public input from Princeton; will destroy important cultural, historical, and environmental landmarks; this project, in combination with Hightstown Bypass and Route 571 widening will be a de facto Route 92; S.T.O.P. alternatives should be considered.
A-52	Petition Signed by over 970 Area Residents	Oppose project; this project, in combination with Hightstown Bypass and Route 571 widening will become an extension of NJ TPK; will destroy wetlands; will increase flooding; will remove access to elm tree-lined gateway to Princeton on Washington Rd.; will encourage additional traffic flow.
A-53	Petition Signed by 281 Penns Neck and Area Residents	Support project; only viable solution; want traffic to go around Penns Neck along the Millstone River, and not down Washington Rd. or Fisher Place.
A-54	Letter to the Editor from 12 Residents of Washington Rd. in Penns Neck	Support project; will reduce traffic and pollution on Washington Rd.; health of people is more important than preserving elm trees.
A-55	Sara H. Eggers	Opposes project; would connect Hightstown Bypass and Princeton Junction Bypass and create de facto Rt. 92 that would bypass nothing; already a busy street, Harrison St. will be further impacted by traffic since it will be the first exit; historic Princeton is second largest tourist attraction in New Jersey and shouldn't be destroyed; create a road that will indeed bypass; consider S.T.O.P. alternatives.

ID #	From	Comments
Response		
<p>NJDOT:</p> <p>Regional Planning Planning and Preliminary Engineering Studies were performed which established the scope and limits of this project. They included consideration of infrastructure improvement projects and development proposed in Mercer and Middlesex Counties. The Hightstown Bypass, Route 571 widening between Clarksville Road and Wallace Road and the Route 92 project were amongst the projects included in the studies. These studies assessed the impacts on present and future traffic, through the Penns Neck area and west to Faculty Road in Princeton Township, based on build and no - build scenarios for these other projects. Relocated County Route 571 will serve the localized traffic that, in future, would otherwise use existing Route 571.</p> <p>Bicycle and Pedestrian Accommodations The project is being designed in conformance with the Department's Pedestrian Compatible Planning and Design Guidelines. The typical section of Relocated County Route 571 will provide outside shoulders and sidewalk area throughout the project limits. The sidewalk area will be separated from the edge of roadway by a buffer strip. Sidewalks are provided across each structure within the project.</p> <p>Right of Way and Roadway Width The width of proposed Relocated Route 571 is 44 feet, consisting of 1 - 12 foot lane and 10 foot shoulder in each direction. The proposed right of way width is 64 feet which provides a 10 foot border area adjacent to each side of the roadway to accommodate the buffer strip and sidewalk area.</p> <p>Environmental Impacts Environmental studies are under review by the necessary government agencies and will be available for review by the public once they have been finalized and incorporated into the draft Environmental Assessment anticipated for circulation by this fall. Studies were performed to ascertain the potential effect on the natural environment, cultural resources, the communities and businesses in the surrounding area.</p> <p>Washington Road Transfer Washington Road is a county route. Once this project is completed, the relocated section of Washington Road will become County Route 571, thereby replacing the function of existing Washington Road in the county roadway network. The County is obligated to relinquish ownership and maintenance of the unneeded segment of roadway to either the municipality, in which it lies, or to the adjacent property owner. The municipality, West Windsor Township, finds that the section of Washington Road between Route 1 and the canal will not enhance the function of the local roadway network and intends to decline its acceptance. Princeton University, the adjacent property owner, is willing to accept responsibility for the maintenance and ownership of this portion of roadway. Under these circumstances the obligatory course of action will be for the county to convey Washington Road between Route 1 and the D&R Canal to the adjacent property owner, Princeton University.</p>		

ID #	From	Comments
		<p>A meeting was held on August 8, 1996 between representatives of Mercer County, which has jurisdiction over Route 571/Washington Road, West Windsor Township and the Department. At the meeting the County and Township agreed to the transfer of Washington Road west of Route 1 to the D&R Canal to the adjacent property owner, Princeton University. The agreement to transfer the western section of Route 571 to the University was made public in January 1997 by the County Executive.</p> <p>Project Delivery Process</p> <p>Over the past year NJDOT has reorganized its project delivery system and substantially reduced the amount of time it takes to deliver a project to the construction industry. The time savings have been realized through increased efficiency in meeting State and Federal requirements for project delivery. From the project's inception, the Department has followed State and Federal environmental regulations for project development, including community outreach. These efforts will culminate in the final Environmental Assessment document.</p> <p>The Millstone Bypass project is the last of a series of projects developed to address the increased traffic congestion caused by the rapid development along the Route 1 corridor from Lawrenceville to South Brunswick. In order to fully realize the benefits of the previously constructed Route 1 improvement projects, it is imperative to complete the final improvements to Route 1 in the Penns Neck area.</p> <p>The Department has also begun using a modified form of the design/build (D/B) delivery system to develop a number of projects. The D/B delivery system enables the NJDOT to advertise and award the construction contract once design has been developed sufficiently to support completion of the environmental documents ,i.e. the technical environmental studies and subsequent EA for this project. This delivery system provides the opportunity to realize efficiencies in performing the final design and construction of a project concurrently. This approach enables the contractor's experience and expertise to be utilized during the design process. It also produces efficiencies by allowing certain construction activities to take place while other aspects are still under design. The traditional public involvement process is employed under the D/B delivery system as under the traditional design/bid/build delivery system.</p> <p>Public Involvement</p> <p>The Department began holding informal hearings with local officials and members of the community in the late 1980's. Based on input from these meetings, a potential alignment for this roadway was developed. This alignment was presented to the local officials of West Windsor, the Princetons, Plainsboro and Mercer County, for their comments, in 1994. The preferred alignment has been presented at a Princeton Regional Planning Board Meeting on July 25, 1996 and a Public Information Center held on September 10, 1996 in West Windsor Township. The Department has and continues to respond to numerous letters and inquiries from the public regarding environmental and other concerns on the project.</p> <p>Environmental studies are under review by the necessary government agencies and will be available for review by the public once they have been finalized and incorporated into the draft Environmental Assessment anticipated for circulation by this fall. The draft EA will be circulated to the public for comment. Testimony will be taken at a public hearing as part of the circulation process. Comments through this process will be incorporated into the project design wherever practicable.</p>

ID #	From	Comments
		<p>Washington Road Historical Significance</p> <p>The segment of Washington Road between the Delaware and Raritan (D&R) Canal and Route 1 is considered by the Deputy State Historic Preservation Officer to be historically significant. As explained in correspondence from the State Historic Preservation Office to your client, the Sensible Transportation Options Partnership (S.T.O.P.), further steps must be taken for this section of Washington Road to be considered for listing on the National Register of Historic Places. To my knowledge these steps have not yet been taken.</p> <p>Alternatives Analysis</p> <p>Five alternative alignment schemes were developed and presented to state and local government agencies and officials and major stakeholders potentially affected by the proposed project. (Meeting minutes are available upon request.) The alternatives were evaluated based on a traffic analysis performed for the current and projected design year volumes as well as the anticipated social and environmental impacts. Due to similarities in a few of the alternatives three were chosen for more detailed study and evaluation which will culminate in the environmental document. Comments received on these alternatives were used to develop a preferred alternative which was presented to the public for comment at an information center held in September 1996.</p> <p>The NJDOT has considered various alternative alignment schemes, and identified a preferred scheme for the Millstone Bypass based on input from state, county and local officials and property owners within and adjacent to the proposed location of the project. Each alternative considered has been evaluated based on our commitment to minimize, if not avoid, impacts to the adjacent communities, and environmentally sensitive and historic resources. Scheme D1.1C has been identified as the preferred alternative because it best avoids or minimizes impacts to the surrounding area.</p> <p>Subsequently a citizens group known as the Sensible Transportation Options Partnership (S.T.O.P.) submitted four alignment sketches for consideration as alternatives to the preferred alignment scheme. Those alternatives were evaluated and subsequently found to be overly intrusive on the surrounding community and environmentally sensitive resources while not providing the needed relief from the existing congestion along Washington Road, Harrison Street or Route 1.</p> <p>Drainage Design</p> <p>The project has been design to meet current regulations and will not increase the amount of overland flow. The design incorporates a series of drainage ditches and detention or retention basins along Relocated Route 571 and a closed system of pipes along Route 1.</p> <p>Landscape</p> <p>A mixture of native and non native species are included in the landscape design. Although there are no regulations specifying the degree to which native species must be used on a project, native species are included in the design where appropriate. Mr. John Spedding of the NJDOT Bureau of Landscape and Urban Design may be contacted at (609) 530-5675 for more specific information regarding the proposed plantings.</p>

ID #	From	Comments
<p>Capacity Analysis</p> <p>The project is not expected to provide for an increase in SOV capacity. There are currently three travel lanes on Route 1 in each direction. The third lane was provided under a previous TSM Improvements project through this area under which the outside shoulder was converted to the third lane. The proposed widening on Route 1 is for the purpose of replacing the shoulder and providing auxiliary lanes where required.</p> <p>In conjunction with the relocation of Route 571, existing Route 571(Washington Road) will no longer function as part of the County Road System, but will become a municipal road east of Route 1 and a private road west of Route 1 within the project limits. Existing Washington Road will remain open to Route 1 northbound to allow right turns to and from Route 1 to serve the small residential community between Route 1 and the Princeton Junction Train Station. The section of existing Washington Road between Route 1 and the D&R Canal will be closed at Route 1 southbound with a cul-de-sac.</p> <p>Although the project is not expected to increase the amount of SOV capacity along Route 1 or Route 571, through coordination with the DVRPC a CMS analysis is being performed to insure the inclusion of any feasible TDM strategies into the project design.</p> <p>Lighting</p> <p>A lighting study has been performed in preparation for the lighting design that will take place as part of the Final design effort. Lighting will be proposed along Route 1 and through the proposed interchange between Route 1 and Relocated Route 571. During final design community input will be solicited regarding the interchange lighting.</p>		
<p>B. New Jersey Turnpike Widening (Exit 1 to Exit 4, Burlington, Camden, and Gloucester Counties)</p>		
Comments		
B-1 [oral only]	Patti Erickson Adjacent Homeowner	Concerned about impacts of widening; wants to be notified of any public meetings or hearings; wants notification when surveyors will be in area.
B-2 [oral only]	Joanne Swenson Adjacent Homeowner	Concerned about impacts of widening; questions the need for the widening since congestion occurs infrequently; questions ability to widen without taking property.
B-3 [oral only]	Catherine Vahey Adjacent Homeowner	Concerned about impacts of widening; questions ability to widen without taking property; concerned about increased noise levels; interested in noise mitigation analysis and methodology.
B-4 [oral only]	Doug Steinmetz	Concerned about increased noise levels; interested in noise mitigation analysis and methodology.

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ID #	From	Comments
B-5 [oral only]	Mary Beth Steinmetz	Concerned about increased noise levels; interested in noise mitigation analysis and methodology.
B-6 [oral only]	Brian Connelly	Concerned with lane configuration.
B-7 [oral only]	Patricia Zane	Concerned about increased noise levels; interested in noise mitigation analysis and methodology.
B-8 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Opposes project since it will induce travel.
B-9	Gary Swenson Adjacent Homeowner	Opposes project; unnecessary expenditure since this portion of Turnpike is only congested two weekends a year; if tolls are increased to finance the project, people will choose to use I-295, making the widening further unnecessary; concerned about increased vehicle emissions and noise levels with the road closer to their homes; concerned about the negative environmental and safety impacts of removing the existing tree buffer between the homes and the Turnpike.
B-10	Arch C. Davis III, P.E. Borough of Princeton Traffic and Transportation	Supports project.
B-11	Ron Brittin Citizens for Alternative Rail	Opposes project based on statement made by adjacent homeowner at DVRPC Public Meeting that this portion of the Turnpike is only congested two days a year.
B-12	Leroy J. Tangradi Adjacent Homeowner	Opposes project; waste of money since traffic flow is not heavy, even during peak hours; fixing the Exit #1 Toll Plaza will solve the problem.
B-13	Debra A. Schnaare	Opposes project; NJTPK and DVRPC should have notified all affected residents of the project; project is unnecessary since congestion occurs infrequently; issues of safety, property damage, decreased property values, and proximity of trans-continental gas pipelines should be considered.
B-14	Gregory B. Fusco Bellmawr Borough Engineer	Opposes project; will further impact existing residential flooding problems and surcharges of sanitary effluent from sewer system; increased storm water resulting from project cannot be managed or controlled by the TPK drainage ditch or the Beaver Branch of the Big Timber Creek.
B-15	Marlene Z. Asselta Southern New Jersey Development Council	Supports project; will have positive impact on traffic flow and on the movement of freight by trucks.

ID #	From	Comments
Response		
<p>New Jersey Turnpike Authority:</p> <p>COMMENT B-1: Impacts associated with the proposed widening will be presented in the Executive Order No. 215 Environmental Impact Statement (EIS). The EIS is expected to be submitted to the New Jersey Department of Environmental Protection (NJDEP) sometime this fall. Copies of the document will be made available for review by the public at that time.</p> <p>Notices of public hearings will be sent to local officials in all affected communities and will be advertised in area newspapers.</p> <p>Letters providing notification about field work are only sent to the owners of property where the NJTA and/or its consultants require access onto the property. Letters are not provided when work is contained within the NJTA's right-of-way (ROW).</p> <p>COMMENT B-2: See response to B-1 for comment pertaining to impacts of the widening.</p> <p>The NJTA is continuing to conduct preliminary studies which will determine the amount of ROW that will need to be acquired. It is expected that the addition of the third travel lane in each direction can be accommodated within existing ROW, except however, there may be a need to acquire ROW along some overcrossing roadways in order to facilitate replacement of the overcrossing bridges. At the present time it is anticipated that a minimal amount of ROW will be needed along the overcrossing roadways and that it will not result in the displacement of any residences or commercial establishments.</p> <p>The need for the widening is derived from several factors. First, the widening is not designed for current traffic conditions, but rather for predicted traffic volumes in the year 2015. Preliminary results from the NJTA's traffic studies indicate a continuing increase in traffic volumes which will result in a continued deterioration in travel conditions for the NJTA's patrons if the roadway is not widened. Second, the existing roadway is only two lanes wide which, under Turnpike traffic regulations, allows trucks to use both lanes. Trucks would be prohibited from using the inside (left) lane (adjacent to the median) if a third lane is constructed. Third, the performance of routine maintenance activities sometimes requires a lane be closed, leaving only one lane remaining open for traffic. Traffic incidents or accidents can have the same result. Also, in cases of emergency, a third lane would provide a better response time for emergency vehicles to enter and exit the roadway. There is also a higher level of comfort for drivers with a third lane which helps to improve safety, especially when passing other vehicles.</p> <p>COMMENT B-3: See response to B-1 for comment pertaining to impacts of the widening. See response to B-2 for comment pertaining to the need for property acquisition.</p> <p>The NJTA's consultant has performed extensive noise studies for this project. Based on the results of these studies, and in accordance with the NJTA's Policy for the Construction of Sound Barriers, sound barriers will be proposed for construction at numerous locations along the Turnpike. Results of the noise studies and the locations of the proposed sound barriers will be presented in the EIS.</p> <p>COMMENT B-4: See response to B-3.</p>		

ID #	From	Comments
		<p>COMMENT B-5: See response to B-3.</p> <p>COMMENT B-6: The new lane in each direction will be constructed where the existing right-hand shoulder is currently located and a new right-hand shoulder will be added next to the new lane. The net result will be a fourteen foot (14') increase in pavement width on each side of the Turnpike. This will occur within the Turnpike's ROW which is normally 300' wide between Interchanges 1 and 4.</p> <p>COMMENT B-7: See response to B-3.</p> <p>COMMENT B-8: The traffic study conducted for this project indicates a minimal amount (less than 3%) of the traffic using this section of the Turnpike will be generated because of the availability of the third lane, and most of the increase would represent traffic diverted from other roadways rather than new traffic.</p> <p>COMMENT B-9: See response to B-2 for the comment pertaining to project need.</p> <p>See response to B-3 for the comment pertaining to noise impacts.</p> <p>The NJTA has not determined how this project will be financed. Past experience has shown that modest toll increases do not result in a substantial reduction in traffic volume for a prolonged period of time.</p> <p>The number of trees removed will be kept to the absolute minimum amount needed to facilitate the proposed 14' increase in pavement width in each direction. The removal of trees within the NJTA's existing ROW is not expected to have adverse safety impacts.</p> <p>The environmental impacts associated with the proposed widening, including air quality, will be addressed in the EIS.</p> <p>COMMENT B-10: Response not necessary.</p> <p>COMMENT B-11: See response to B-2.</p> <p>COMMENT B-12: See response to B-2 for the comment pertaining to traffic flow.</p> <p>The Interchange 1 Toll Plaza is being relocated and enlarged (as a separate project) because the existing toll plaza does not have the capacity needed to process traffic volumes on the existing four lane roadway. Enlarging the Interchange 1 Toll Plaza will eliminate the bottleneck at the toll plaza but will not increase roadway capacity beyond the vicinity of the plaza, or provide the other benefits as noted in the response to comment B-2.</p> <p>COMMENT B-13 (Borough of Bellmawr): The design of stormwater management facilities will be addressed if and when the project is advanced to final design. The NJTA will design all drainage facilities in accordance with NJDEP regulations.</p>

ID #	From	Comments
C. Southern New Jersey Light Rail Transit System - Camden to Trenton Portion (TIP# N035, Camden, Burlington, and Mercer Counties)		
Comments		
C-1	Christi Davis Citizens for Alternative Rail	Opposes entire project; project progressing with no public information; will have no significant impacts on air quality or trip reduction; more cost effective options; does not serve high growth areas; no economic or transportation planning rationale for project; money could be better spent elsewhere; existing infrastructure, including roads and bridges, should be maintained before building new systems; NJTRANSIT only promoting project to secure their jobs; alignment is not the locally preferred alternative; reasons for opposition include safety, crime, incoming traffic, parking, cost, ridership, disruption of emergency services, quality of life, and eminent domain.
C-2	Ray Hellings	Opposes project; too expensive; questions NJTRANSIT's procedures for awarding contracts; should maintain existing infrastructure first; air quality impacts will be insignificant.
C-3	Ron Brittin Citizens for Alternative Rail	Opposes project; cost can't be justified given lack of demand for this service; will disrupt established residential communities; public has been excluded from planning process by NJTRANSIT; NJTRANSIT officials have publicly renounced the Major Investment Study for this project.
C-4 [oral only]	Ann Meyers	Concerned with operating characteristics of line and how they relate to safety; existing infrastructure needs should be addressed first.
C-5 [oral only]	Tom Wood	Questions use of computer simulation to estimate ridership.
C-6 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Concerned with: lack of detailed information on operating costs and recovery ratio; no credible patronage figures have been made available to the public; has not been proven that diesel light rail is the preferred mode for operation in this corridor; commuter rail option should be examined; premature to abandon alignment to Mt. Holly; won't relieve congestion on Route 130 corridor or in Camden since these areas are not congested; Trenton congestion could be alleviated by service to Morrisville; questions NJTRANSIT'S dual standard applied to North Jersey on investment in New York but reluctance to invest for South Jersey in Philadelphia.
C-7	Cecelia Stevens	Opposes project.

**Draft FY 1998-2002 Transportation Improvement Program and
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ID #	From	Comments
C-8	Arch C. Davis III, P.E. Borough of Princeton Traffic and Transportation	Line is not cost effective; ridership projections are low; money could be better spent elsewhere.
C-9	Kelvin L. MacKavanagh Chairperson, Delaware Valley Goods Movement Task Force, Long Range Plan Subcommittee	Full provisions for freight railroad operations must be assured.
C-10	William R. Wright New Jersey Association of Railroad Passengers	Supports project, but as an addition to, not a substitute for, the Mt. Holly route.
C-11	Pamela L. Reid Exec. Director, Resources for Independent Living, Inc. (serving Burlington County)	Supports project; will provide cost-effective accessible public transportation to the disabled population; plans on relocating their Center near the line.
C-12	Meg North Exec. Director, Progressive Center for Independent Living (serving Mercer and Hunterdon Counties)	Supports project; will provide cost-effective accessible public transportation to the disabled population; will recommend that the disabled population locate along the line.
C-13	Robert Young Director, Tri-County Independent Living Center (serving Salem, Cumberland, and Cape May Counties)	Supports project; will improve accessibility of disabled population.
C-14 [oral only]	Gerry Savidge Delran Township Council	Supports project; will improve accessibility for all residents, including the disabled population and students; will be an economic benefit to Burlington County.
C-15	Edwin B. Leaf	Supports project; will offer quick, quiet, safe transportation; will offer transportation to disabled and elderly people who are unable to drive; will stimulate the economy.
C-16 [oral only]	Sue MacNamara Bicycle Coalition of the Delaware Valley	Supports project.
C-17 [oral only]	Dennis R. Winters Clean Air Council	Supports transit expansion in general.

ID #	From	Comments
C-18	James E. Burke	Opposes alignment due to lack of ridership potential; Camden to Mt. Holly route should be pursued since it has greater ridership potential.
C-19	Marcia Feldman Rost Director, Office of Strategic Management, DRPA	Endorses project (June 18, 1997 DRPA Board Resolution); will create jobs, provide improved public transportation, and contribute to the region's economic growth.

Response

NJ TRANSIT:

The proposed Southern New Jersey Light Rail Transit System is an important step forward in continuing efforts to increase availability of public transit, improve the environment, and enhance economic development throughout New Jersey. It will provide regional mobility, promote economic development, and help to mitigate air quality problems in the region it serves.

To address the issues raised during the recent Public Meetings on TIP amendments, we offer the following information:

Dissemination of Project Information -- (ID # C-1 and C-3)

At its November 26, 1996 meeting, the New Jersey Transit Board of Directors authorized the Office of New Rail Construction to begin a formal public outreach program on the proposed SNJLRTS Initial Operating Corridor between Trenton and Camden. This task was begun immediately. The program is ongoing and fosters a partnership relationship between the Agency and affected communities so that the project, if constructed, will minimize impact on the communities and will engender a feeling of "ownership" and community pride. The Public is involved in the planning and design aspects of the project through participation by locally elected officials and citizen's committees. An outline of the program is attached.

Air Quality -- (ID #C-1 and C-2)

Air quality in Southern New Jersey is now in violation of the ozone public health standard and is likely to be found in violation of the new, fine particulate standard. Also, as you are aware, vehicle travel is growing at a rate at which it is becoming increasingly difficult to comply with Clean Air Act requirements (i.e., conformity.) Light rail transit presents an excellent mode for slowing down or reversing excessive vehicle congestion and vehicle miles traveled.

Cost of System -- (ID #C-1; C-2; C-3; and C-4)

The cost of the proposed system is currently estimated at under \$15 million/mile. This is a cost-effective and admirable figure compared to similar systems and/or other options existing around the nation and the world. The system will be first-class, state-of-the-art, quiet, comfortable, and efficient. Our goal remains consistent with that of the communities -- to provide top quality public transportation at a reasonable cost. NJ Transit historically enjoys a fare box recovery ratio of at least 50%. It is significant that this has been

ID #	From	Comments
		<p>achieved <u>without</u> a fare increase since 1990. This is consistently one of the best fare box recovery ratios in the nation. It would not be prudent to hold off. Investments in public transit or to place their importance as secondary to maintenance of roads and bridge. All are important components of public infrastructure. All are necessary.</p> <p><u>Service to High Growth Areas</u> -- (ID #C-1 and C-6)</p> <p>The region served by the proposed SNJLRTS is one of the fastest-growing areas of New Jersey. Burlington County residents, lacking public transportation options, contribute to existing congestion on Routes 38, 73, 130, etc. The DVRPC Atlas identifies these as problem areas. Between the 1980 and 1990 census calculations, the senior citizen population of Burlington County alone increased by 42.5%. Currently, seniors, students, and the disabled community -- segments of the population who would benefit greatly from mobility options -- <u>and</u> the general population have very little besides private automobile as a transportation option. The alternative of expanded roadways will not mitigate and, indeed, would increase congestion and accompanying air quality problems.</p> <p><u>Economic Planning Rationale</u> -- (IC #C-I)</p> <p>Major public investments play an important role in fostering economic growth in all regions. Investments in transportation are the lifeline for moving labor and goods. The Camden-Burlington-Mercer County Region's economy has evolved from manufacturing to services, wholesale trade and transportation (e.g., distribution, warehousing and trucking.) In Burlington County, these industries have located in communities located along major arterials and rail freight lines -- the part of the region that follows the Delaware River, Route 130, I-295 and the NJ Turnpike. Manufacturing still remains in various locations along the river and highways mentioned above. Existing and planned employment centers in this part of the region will enjoy an advantage by having light rail which will provide convenient, efficient and reliable public transit for the labor force.</p> <p>In order to prepare for future growth and to attract major employers at strategic locations (e.g., the Food Distribution Center in Burlington County), two questions must be answered:</p> <ul style="list-style-type: none"> (1) Where is the labor force which will work in the employment center? (2) How will the labor force get to the employment center? <p>In the Camden-Burlington-Mercer region, manufacturing, wholesaling, and transportation industries will draw workers from the communities located along the Delaware River from Camden to Trenton. Light rail can provide the much-needed transportation for the labor force.</p> <p>For example, the Food Distribution Center is planned to have in excess of 5 million square feet of industrial space and more than 2000 permanent employees. The proposed SNJLRTS traverses the 660-acre employment center and is planned to have a station stop at the Food Distribution Center. In essence, this is sound economic, transportation and land use planning!</p>

ID #	From	Comments
		<p>Other employment centers, i.e., Philadelphia, Camden and Trenton, will enjoy this same advantage of attracting employers and employees because of the major transportation investment made in the SNJLRTS. Revitalization of urban centers (Camden and Trenton) are key objectives of the <u>NJ State Development and Redevelopment Plan</u></p> <p>Light rail will play an important role in conveying employees to new jobs created in these urban centers and visitors to newly-created attractions in the centers which, in turn, employ locals.</p> <p>On a smaller scale, light rail will bring more potential patrons to the older, traditional communities which have downtown business districts located along the Delaware River and the rail line. Examples of such communities in Burlington County are Palmyra, Riverton, Riverside, Burlington City and Roebling. Revitalizing the riverfront communities is a major objective of the Burlington County Board of Chosen Freeholders and the State Plan.</p> <p>To that end, light rail will help give the region and its centers a competitive edge needed to foster economic development. This is good, sound economic, transportation and land use planning.</p> <p><u>Transportation Planning Rationale -- (ID C-I)</u></p> <p>Transportation is meant to move people and goods as efficiently, conveniently, safely and reliably as possible and should serve those in need of such services. For all the same reasons, the proposed SNJLRTS is based on sound transportation planning rationale.</p> <p>The <u>State Development and Redevelopment Plan</u> sets forth the following transportation objective:</p> <p><i>The essential element of the Statewide Policies for Transportation is to improve transportation systems by coordinating transportation and land use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; and recognizing the impacts of transportation investments on land development and travel and tourism.</i></p> <p>The following State Plan transportation policies are addressed by the proposed SNJLRTS:</p> <p>Policy 2 Integration of Land Use and Transportation: Strengthen the linkages between transportation planning and land use planning. Transportation system improvements should underpin land use planning objectives.</p> <p>Policy 4 Transportation and Air Quality: Coordinate transportation planning and project development with the State Implementation Plan to attain national and state ambient air quality standards within the time frame set forth by the Clean Air Act Amendments of 1990.</p>

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		<p>Policy 5 Transportation and Energy Conservation: Encourage the reduction of the consumption of energy resources for transportation purposes by reducing the total vehicle miles traveled through efficient land development patterns, public and alternative transportation systems and initiatives that encourage the development of higher-mileage vehicles.</p> <p>Policy 7 System Preservation: The preservation and maintenance of the existing transportation network is the highest transportation priority.</p> <p>Policy 10 Transportation Systems Integration: Complete intra- and intermodal transportation linkages to ensure that the various systems work together as a unified, integrated and efficient network.</p> <p>Policy 11 Personal Mobility: Emphasize the movement of more people, rather than the movement of more vehicles, when making investment decisions. The effects of this Policy include balancing the need for new, growth-related mobility with investment in public transportation, nontraditional transit modes (e.g. car and van pooling,) innovative organizational arrangements (e.g., transportation management associations) and pedestrian design.</p> <p>Policy 13 Provision of Public Transportation Services: Maintain or expand public transportation services to areas of planned high-density development that provide opportunities to exploit the efficiencies of mass transportation systems.</p> <p>Policy 17 Transportation Planning as a Redevelopment and Development Tool: Employ transportation planning, facilities and services as development and redevelopment tools, to shape growth and leverage economic development opportunities.</p> <p>Policy 18 Labor Markets: Use appropriate transportation connections to link places of residence with those areas of growing employment opportunities identified in the <u>State Development and Redevelopment Plan</u>.</p> <p>Policy 19 Recreational and Tourism Travel: Promote travel and tourism in New Jersey by making appropriate transportation investments that consider seasonal demands.</p>
		<p><u>Safety</u> -- (ID #C-4)</p> <p>All grade crossings will be equipped with state-of-the-art gates, bells, and signals. In addition, in accordance with State statute, all grade crossings will be individually examined by a working team from NJ-DOT, NJ Transit, consulting engineers, municipal engineers, and county engineers. Recommendations will be made for each grade crossing, and these recommendations will be the subject of a public hearing.</p>

ID #	From	Comments
		<p>Passing sidings on the system will function under an operations plan with signaling systems such as are used widely on one-lane bridges; i.e., one direction has the green light; the other vehicle waits. In the system which would be used with the SNJLRTS, if a vehicle "runs" a red light, that vehicle is automatically brought to a stop and all other vehicles in the area are stopped until Operations clears the system.</p> <p>It should be noted that riders on public transit represent some vehicles being taken off the road. Since automobile fatalities in any year far outstrip train fatalities since rail travel began, there is a positive safety factor in helping reduce automobile traffic.</p> <p><u>Ridership</u> -- (ID #C-5 and C-6)</p> <p>Projected ridership calculations is a work in progress. The computer modeling technique used thus far is a long-accepted and valid tool in land use and transportation planning. Initial projections from the modeling process are currently under analysis and refinement. It is expected that projected ridership will justify and validate the proposed SNJLRTS.</p> <p><u>Contract Awards</u> -- (ID #C-2)</p> <p>NJ Transit contracts are placed in accordance with statutory requirements. The proposed SNJLRTS would be handled by a Design, Build, Operate & Maintain (DBOM or "turnkey") type of contract. The DBOM contract would hire a single contractor to design, build, operate and maintain the SNJLRTS. This is an innovative management strategy that requires a single contractor to take full responsibility for all aspects of designing, building and operating the transit system. This approach has several benefits, including a shorter construction schedule and incentives to build a high-quality system at a reasonable cost. DBOM treats the entire project as an independent business, thereby encouraging the contractor to resolve problems quickly and begin operating the system as soon as possible. NJ Transit has successfully used DBOM contracting on the Hudson-Bergen LRT project which is now under construction.</p> <p><u>Impact on the Community</u> -- (ID #C-3 and C-6)</p> <p>Light rail -- a modern trolley system -- is a very unobtrusive mode of public transit. Vehicles are similar in size to a modern bus; the braking capabilities are similar. Vehicles are quiet and clean. Vibrations are negligible. Modern diesel light rail cars exceed the stringent "California Car Standards" as required by the Clear Air Act. The impact of commuter rail service on the community would be far greater, featuring heavy rail and its attendant speed, noise, and vibrations.</p> <p><u>Proposed Alignment/Freight Movement</u> -- (ID #D-1 and D-2)</p> <p>At its November 26, 1996 meeting, the NJ Transit Board of Directors approved an alignment for the SNJLRTS between Trenton and Glassboro using the existing Conrail right of way. This alignment requires minimal acquisition and is, therefore, the most cost effective. Passenger rail service existed on this right-of-way from 1835 up through the mid-1960's.</p>

ID #	From	Comments
<p>As a point of comparison, rail service on the median of Rt. 55 is estimated to cost about \$90 million/mile (1995 dollars) vis a vis the SNJLRTS with a cost of approximately \$15 million/mile in 1997 dollars. (see attached data sheet.)</p> <p>Freight movement, which is expected to grow upon acquisition of the right-of-way by a new owner of record, will be in accordance with an agreement between the freight carrier and NJ Transit.</p>		
<p>D. Southern New Jersey Light Rail Transit System - Camden to Gloucester Portion (Camden and Gloucester Counties)</p>		
<p>Comments</p>		
D-1	Gary Swenson	Opposes project in its current alignment; ridership will be low; waste of money; park and ride lots can't be built in older communities; if built at all, alignment should follow Route 55.
D-2	Mike Hopkins	Opposes project; will exacerbate existing problems of freight rail through community; too expensive; should consider other alternatives.
D-3	Christi Davis Citizens for Alternative Rail	Opposes entire project; project progressing with no public information; will have no significant impacts on air quality or trip reduction; more cost effective options; does not serve high growth areas; no economic or transportation planning rationale for project; money could be better spent elsewhere; existing infrastructure, including roads and bridges, should be maintained before building new systems; NJTRANSIT only promoting project to secure their jobs; alignment is not the locally preferred alternative; reasons for opposition include safety, crime, incoming traffic, parking, cost, ridership, disruption of emergency services, quality of life, and eminent domain; would support Route 42, Route 55 alignment if ridership levels justified the construction cost.
D-4	Marlene Z. Asselta Southern New Jersey Development Council	Supports project; vital for intercity movement; will alleviate traffic congestion and reduce air pollution; necessary mode of transportation for people going from welfare roles to the Workfare Program.

ID #	From	Comments
Response		
<p>NJ TRANSIT:</p> <p>At its November 26, 1996 meeting, NJ TRANSIT's Board approved an alignment for the SNJLRT system between Trenton and Glassboro using the existing Conrail right of way. The Board defined an Initial Operating Corridor between Trenton and Camden.</p> <p>This alignment requires minimal real estate acquisition, making it the most cost effective option within the corridor. Estimates indicate that construction in the Route 55 median is estimated to cost about \$90 million/ mile compared to approximately \$15 million/ mile for the Conrail alignment.</p> <p>At this point in time, public outreach and project development activities are confined to the Initial Operating Corridor. Details regarding the southern alignment such as station and park & ride locations will be fully discussed and negotiated with each municipality as part of the project development process. Clearly issues regarding specific locations for facilities will be the subject of detailed meetings with municipalities and communities before any final decisions are made.</p> <p>Freight movement, which is expected to grow with a new short-line operator on the corridor, will be governed by agreements between the operator and NJ TRANSIT.</p>		
<p>E. I-295/NJ 42 Interchange (TIP# 2340A and B, Camden County)</p>		
Comments		
E-1 <small>[oral only]</small>	Donald Nigro, Delaware Valley Association of Railroad Passengers	Opposes project; issue is volume, not safety.
E-2	Marlene Z. Asselta Southern New Jersey Development Council	Supports project; will improve safety conditions; existing congestion and related air quality conditions are negatively impacting the economic development and quality of life in the area.
Response		
<p>NJDOT:</p> <p>The existing interchange configuration as it exists today is the culmination of designs and construction over several years to meet existing needs at that time. What was once an appropriate design now no longer adequately addresses the current needs.</p>		

ID #	From	Comments
<p>This project involves the redesign and construction of a new facility to carry the existing I-295 movements through the interchange in a safe and efficient manner. By providing a separate facility for I-295 we can eliminate the weaving traffic movements inherent with the existing configuration. These weave areas as well as the approaching ramps have been the site of many accidents over the past several years. By eliminating the need for traffic to intermingle within the interchange, thereby creating a free flow condition, this project will address the congestion experienced at this location. This project is not to be viewed as a capacity increase so much as it is a safety and operational improvement project.</p>		
<p>F. 322 Corridor Improvements (TIP# 3421, Gloucester County)</p>		
<p>Comments</p>		
F-1	Tom Peterson South Harrison Twp. Committeeman	Concerned with earlier evaluations of Rt. 322 corridor; study did not look at any improvements on Rt. 322 itself; can't endorse project that would just relocate shore traffic and not relieve local traffic congestion on Rt. 322; conflicting goals of preserving the farming industry and improving county roads that would open up the area to major development.
F-2 [oral only]	Carole Brodtkin S. Harrison Twp. Planning Board	Recommends additional studies in township before taking action.
<p>Response</p>		
<p>Gloucester County:</p> <p>F-1: The cooperative effort presently underway recommends a number of necessary improvements on the Route 322 corridor. This project would fund improvements that this ongoing effort recommends and therefor would help implement rather than be in conflict with these efforts.</p> <p>F-2: Study of the corridor is ongoing. Further detailed study of specific improvements recommended are expected and include scoping projects and preliminary engineering.</p>		
<p>G. Noise Barrier Projects (TIP# 2296, Camden County and TIP# 4319, Mercer County)</p>		
<p>Comments</p>		
G-1 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Opposes them unless area has population density over 4000 people per square mile.

ID #	From	Comments
Response		
<p>NJDOT:</p> <p>Census population density is not a direct consideration in determining eligibility in FHWA or NJDOT Noise Barrier Policy and Guidelines. The two projects referenced are Type II Noise Barrier Projects. The Department has in effect a Type II Noise Barrier policy which sets forth the parameters for the determination of eligibility. Type II projects construct noise barriers on an existing highway. Consideration for mitigation measures is warranted for sensitive receptors which meet certain guidelines. Broadly, these standards are based on the existing noise levels of the receptors (greater than or equal to 67dB), the effectiveness of the barriers (reduction greater than or equal to 5dB and resulting in a proposed noise level below 67dB) and the cost effectiveness of the barriers (less than \$40,000 per residence). A policy has been in force since 1973 and was recently revised by the NJDOT in 1996.</p>		
<p>H. Sign Initiatives (TIP# 1318, Burlington County, TIP# 2316, Camden City, and TIP# 2324, Camden County)</p>		
Comments		
H-1	Kelvin L. MacKavanagh Chairperson, Delaware Valley Goods Movement Task Force, Long Range Plan Subcommittee	Could be useful in directing traffic to and from port and intermodal facilities.
Response		
<p>Burlington County:</p> <p>We welcome this opportunity to respond to positive comments regarding the Burlington County Sign Management Program. An engineering consultant is currently designing a computer program for sign inventory purposes. Actual inventory work will then proceed with completion in May of 1998. At that time the county will be in an excellent position to proceed with the three (3) year, \$2.625 million project. During these years a majority of the signs on the 500+ miles of county roads will be upgraded to reflect current technology. We appreciate DVRPC's role in helping Burlington County obtain these much needed funds.</p> <p>City of Camden:</p> <p>On behalf of the City, I appreciate the opportunity to respond to public comment on our Sign Initiative. The City recognizes the need for signage which would support both the local and regional economy. The port and intermodal facilities play an important role in the economy. The comment from Chairperson, Kelvin L. MacKavanagh from the Delaware Valley Goods Movement Task Force is appreciated and regarded as a vote of support. We look forward to the successful implementation of the project. Special thanks is also extended to Delaware Valley Regional Planning Commission for their assistance in facilitating the 2020 Plan Public Process.</p>		

ID #	From	Comments
I. Route 29 (TIP# 4313, Mercer County)		
Comments		
I-1	Dennis R. Winters Clean Air Council	Opposes project; feels it was rammed through; design is disastrous to the local community and river access; will lead to more traffic and congestion in Trenton; will exacerbate Trenton's economic and environmental problems; too expensive; will increase air pollution; other alternatives should be explored.
I-2 [oral only]	Sue McNamara Bicycle Coalition of the Delaware Valley	Opposes project; objects to design; it was rushed through; too expensive; park over the freeway won't be an inviting public space; not made aware of the environmental objections.
I-3 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Opposes project.
I-4 [oral only]	Ed Russell DVRPC Regional Citizens Committee	Opposes project; cuts off access to NJTRANSIT and Amtrak.
Response		
<p>NJDOT:</p> <p><u>Accelerated design strategy</u></p> <p>In 1995, the residents of the South Trenton area petitioned the NJDOT, demanding relief from the fleet of trash trucks zooming by their doorsteps as they followed Rt. 295 to 129 onto a residential street, Lamberton Road. At the same time, a pattern of rush hour gridlock became a daily occurrence from 129 to the Amtrak Railroad bridge. This condition created by not completing the Rt. 29 link portion of the Trenton Complex was and still is evident, twice daily. Traffic congestion is a nuisance, and one we are trying to address throughout the region, but the situation here goes deeper than that. The safety and quality of life along this missing link of the Trenton Complex is in constant jeopardy. Parked cars along Lamberton Rd are being side-swiped. The vibration, noise and odor from the heavy truck traffic within feet of the homeowner's front doors, many of which are in a Historic District, is an intolerable situation for them.</p> <p>In response to the public outcry, the Department began a campaign to re-design the missing link, hand-in-hand with the local homeowners, area businesses, representatives of the City, County, environmental regulatory representatives and the FHWA. An unprecedented move was to include local citizen groups in the preliminary design process itself, by bringing them into the consulting engineer's office and developing the design together. Over a dozen different alternatives were investigated. As the preliminary design</p>		

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		<p>began to shape up, the Department continued to build on the Community Support offered, by partnering with community volunteers in the actual design of the landscape features that could be incorporated into the project.</p> <p>The strategy developed for this project to bring it from a conceptual design through construction is to use an accelerated design technique, called Design-build. With this process, a preliminary design is developed for the project; specifications are developed to give the potential contractor latitude in the final design. In this way, the potential bidders, construction contractors and engineering consultant teams, are encouraged to apply their expertise to finding engineering solutions in the final design. Innovation and economy is rewarded in the design build process. More detailed specifications are included to control the contractor's final design; for example, to minimize environmental and traffic impacts during construction. This design build process enabled the Department to advertise this job in May 1997, rather than 2 or 3 years from now. Construction work can start as soon as the successful bidding team finalizes any distinct portion of the work.</p> <p><u>Cost of the project</u></p> <p>It is important to note that much of the cost of the Rt. 29 project is involved in minimizing and mitigating environmental impacts along the corridor. The cost of providing for the linear park deck, overlooking the Delaware River, re-establishing the community's link with the river and improving access to the Waterfront, represents a substantial portion of the project's cost. The NJDOT believes that the waterfront development aspects of this project, and the costs associated with minimizing and mitigating impacts to historic and environmental resources, is an appropriate use of transportation funds.</p> <p><u>Air quality concerns</u></p> <p>Air quality was analyzed through the use of state of the art modeling with current background levels established compared to future conditions with projected traffic. Carbon monoxide(CO) levels were predicated for the proposed Rt. 29 alternative and the No-Build alternative. The results indicated that CO levels would be below the National Ambient Air quality standards, in the build condition, therefore no adverse impact to air quality would occur. Additionally, this project did meet the regional conformity standards modeled by the DVRPC. These analyzes confirm that by improving traffic flows, minimizing queues(delays)air quality benefits can be attained.</p> <p><u>Pedestrian, Linear Park and Access issues</u></p> <p>The Rt. 29 project improves pedestrian safety in the waterfront area. The existing conditions for pedestrians in the vicinity of Waterfront Park is sub-standard. The construction of a pedestrian-friendly intersection at Cass St., with wide walkways and refuge areas, will decrease the potential for vehicle-pedestrian interactions. Pedestrian and bicycle connections to the Waterfront area, across the top of the linear park to the existing river's edge paths improve safety, by separating them from the highway. Restoring Lambertson Rd.'s use as a local street will also increase pedestrian safety, by eliminating the heavy through traffic from the neighborhood.</p>

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		<p>No public open space will be adversely affected by the proposed project, but instead, an increase of approximately 5 acres of public open space in the linear park will be created. This open space development is consistent with the character and purpose of the South Trenton Waterfront Master Plan. A key element of the Rt. 29 project is to provide barrier-free access to the linear park, accessible by pedestrians and bicyclists from the existing river walks and from Lamberton St. The linear park in the urbanized South Trenton area will create public open space in a densely settled area, beautify the urban environment, and preserve the historic community.</p> <p>In addition, the project improves access to and from existing open space in the vicinity; the Trenton Thunder Baseball Stadium, the old Wharf Fishing Area and the Marine Terminal Park. The creation of the linear park with connecting bike/walkways to those existing ties the Waterfront area together, so that a continuous path is created from the old Wharf Fishing Area downstream to Marine Terminal Park. The existing access points to the Waterfront area and the river's edge will be maintained and/or improved. It is anticipated that the linear park deck will become part of the Mercer County Parks System, and will be maintained by the County, as is the case with the existing Waterfront Park.</p> <p><u>Transit Issues</u></p> <p>New public transportation services are not proposed under this Route 29 project. Travel to and through the area - on Trenton Complex roadways - are comprised of trips between many different and scattered origins and destinations. The region's "suburban sprawl" development patterns would not support sufficient public transit patronage. Indeed, there are currently no NJ Transit bus routes on the Rt. 29 corridor in Trenton. Several years ago, NJ Transit provided a temporary, pilot bus service to Waterfront Park, but it was discontinued. Bus stop locations can be included on Cass Street in the final design to accommodate any future transit services.</p> <p>The feasibility of any future public transportation service in the corridor would ultimately have to be determined by the service provider - NJ Transit. If a viable service market were identified which could provide adequate and sustained ridership, implementation of a transit service(s) might become attractive to an operator. Ultimately, though, the success of a public transit route is dependent on its ridership. A commuter's decision to utilize transit is based on the comparison of in-vehicle travel time, out-of-vehicle time (the walk time to car or bus; waiting time for bus transfers; the walk time from car or bus to work, etc.), and cost between transit travel and auto travel. It is often difficult for transit to compete with automobile travel in these areas.</p> <p>Instituting public transportation at a scale that would lead to significant reductions in vehicle trips might be warranted if the following were to occur: changes in land development patterns, especially a shift toward higher residential densities in the region; decreases in auto ownership; and perhaps most importantly, attitudinal changes in travel mode preference. It is doubtful that these conditions would be achieved to the level necessary to warrant a re-investigation or down-scaling on the Route 29 design. Smaller scale transit service implementation could occur with the identification of specific markets requiring specific transit services. Such services would only result in minor reduction of vehicle trips, and again would not affect the need for the current Rt. 29 design proposal.</p>

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There is no perceived impact to rail systems in the region; the project does not adversely affect the planned light rail Camden-Trenton line. The pedestrian route along Cass Street provided in the project are consistent with the proposed light rail connections to the South Trenton area.		
J. Routes 70 and 73, Marlton Circle Elimination (TIP# 1323, Burlington County)		
Comments		
J-1	William J. Ragozine Exec. Director, Cross County Connection TMA	Supports project.
Response		
NJDOT: Preparations are underway for an Officials Briefing & Public Information Center in mid August, 1997. This should answer numerous questions from property owners, local citizens, & officials. Upon receipt of public support & resolution of support, final design and row acquisitions will commence. Construction is funded in fiscal year 2002.		
K. Atlantic City Rail Line		
Comments		
K-1 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Need to make investment to take line into Suburban Station. Concern over impact on rail service of at-grade crossing of line in the proposed design of the Atlantic City tunnel project.
Response		
NJDOT: With regard to concern that an at-grade crossing will disrupt rail service, making it less attractive and eventually lead to the demise of the service, a diagnostic team of five agencies has investigated and found the at-grade crossing to be appropriate for this roadway. Trains will have priority at this location. Railroad service will be unaffected.		

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NJ TRANSIT: NJ TRANSIT's Board directed NJ TRANSIT to monitor the Atlantic City Rail Line's performance for one year following the opening of the Atlantic City Convention Center to determine whether or not the line's financial performance could be improved. NJ TRANSIT is aggressively promoting the Atlantic City line and is providing high quality service on the line in an effort to boost ridership and meet performance targets set by the Board. Investments to extend service to Suburban Station would be costly and are not likely to be offset by additional revenue. In addition, NJ TRANSIT has an agreement with SEPTA that allows passengers to access SEPTA's Center City stations at no additional cost using an Atlantic City Rail Line ticket. In light of these considerations, NJ TRANSIT is not pursuing direct access to Suburban Station at this time.		
L. DRPA/PATCO Projects		
Comments		
L-1 [oral only]	Dennis R. Winters Clean Air Council	Supports all PATCO capital projects.
L-2	Robert A. Box Director of Engineering, DRPA	Requests that the title of TIP Project #D016-Transit Car Overhaul be changed to Transit Car Modernization and that the description be modified to read "Rehabilitation of original cars to increase efficiency and extend car life".
Response		
Delaware River Port Authority: On behalf of the Delaware River Port Authority, I would like to thank the Delaware Valley Regional Planning Commission and its staff for allowing DRPA to utilize the recent public meeting process to satisfy DRPA's obligation to solicit public input for our FY98 Program of Projects which represents future capital improvements to the PATCO High Speed Line. Our desire to provide the best possible service to our patrons means that we must undertake a program of capital improvements on an ongoing basis, and the public commentary provided at your meetings is most useful to our present and future planning efforts. We greatly appreciate the support of groups such as the Clean Air Council which complimented the PATCO system on being a well run transit provider at the public meeting in Philadelphia.		

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M. Hightstown Bypass (TIP# 0027A-C, Mercer County)		
Comments		
M-1	Petition Signed by over 970 Area Residents	Oppose project; this project, in combination with Millstone Bypass and Route 571 widening will become an extension of NJ TPK; will impose dangerous, high-speed, tractor-trailer and automobile traffic on community roads.
Response		
<p>NJDOT:</p> <p>The Hightstown Bypass, Route 133 Section 1A, is the Department's first design-build contract under construction. The need for the project is to eliminate the dense traffic congestion through historic Hightstown. Because of the congestion the State deemed it a priority to have this Bypass built which would alleviate congestion in Hightstown and the neighboring communities of East Windsor Township and West Windsor Township. The Project is located entirely in East Windsor Township. The Department has worked diligently with the Township and State officials to make the Bypass more like a boulevard than a highway by reducing the median width, reducing the posted speed, shifting the alignment away from residential areas, and ensuring tough standards on noise controls.</p>		
N. CR 571 Widening (TIP# 4056B, Mercer County)		
Comments		
N-1	Petition Signed by over 970 Area Residents	Oppose project; this project, in combination with Millstone Bypass and Hightstown Bypass will become an extension of NJ TPK; will destroy existing small businesses and homes and prevent establishment of a "downtown" in Princeton Junction.
Response		
<p>NJDOT:</p> <p>Route 571 (Princeton-Hightstown Road) has a need for improvement between Clarksville Road and Wallace Road to accommodate the increased volumes of traffic presently using the two lane roadway. Route 571 is currently four lanes before Clarksville Road, then narrows down to a two lane configuration between Clarksville and Wallace Roads, and continues as four lanes thereafter. This configuration causes a traffic "bottleneck" at the two lane stretch of roadway. Widening the two lane section of roadway to accommodate four lanes would satisfy the needed capacity dictated by the current volume of traffic. This project should stand on its own merits because of the deficiency of this two lane section. The Department's Community Relations Office has stated there is not, and has never been, any linkage between the Route 571 project</p>		

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<p>and the Millstone and Hightstown Bypass projects; i.e., it would be needed even if those projects were not constructed. The Department is working with the Municipality and County to devise various methods to reduce and minimize the right-of-way takings needed to facilitate the project.</p> <p>When the Department, County and Local officials are satisfied that property impacts have been minimized, we intend to arrange an Information Center to obtain the community's input towards the project.</p>		
O. DVRPC Public Outreach Process		
Comments		
O-1	Ron Brittin Citizens for Alternative Rail	Meeting notification, scheduling, and location inadequate; public has little idea of importance of MPO's in the implementation of projects; lack of awareness has kept public input to the DVRPC at a minimum; those who have attended public meetings have not had an opportunity to address the DVRPC Board.
O-2 [oral only]	Patti Erickson	All property owners adjacent to the projects should have been notified of this meeting.
O-3	Candace Preston Sensible Transportation Options Partnership	Meeting notification, scheduling, and location inadequate.
O-4	Gary Swenson	Meeting notification, scheduling, and location inadequate.
O-5 [oral only]	Maryanne Telese-Lusmann West Windsor Twp. Resident	Meeting notification inadequate.
Response		
<p>NJDOT:</p> <p>On behalf of the Department of Transportation, I would like to thank you and the entire Commission for affording us the opportunity to be a part of the public participation process for the FY98-2002 TIP. Your cooperation made it possible to have our draft STIP reviewed in a public forum which is beneficial to all participants in the process. We also extend our appreciation for your continued spirit of cooperation, and commend you and your staff in making our partnership most productive.</p> <p>Because of your efforts, we feel that the Capital Plan is more responsive to the transportation needs of the state and will provide our residents and guests with a balanced program that will preserve our assets and provide economic opportunities that will improve the quality of life in the State of New Jersey.</p>		

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		<p>DVRPC:</p> <p>DVRPC has always afforded the public and other interest groups an opportunity to comment whenever a new TIP is prepared or any time a major Plan Amendment is proposed. Federal regulations and DVRPC's own public involvement policies require a minimum 30 day public comment period before either a new TIP or a Plan amendment is officially adopted by the DVRPC Board.</p> <p>This year DVRPC conducted a 30 day public comment period which began on May 30, 1997 and was concluded on June 30, 1997 for both a new TIP for the New Jersey portion of the region and four proposed Plan amendments. During that period DVRPC held three "open house" meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. One location was centrally located within the New Jersey portion of the DVRPC region, one was located at the offices of NJDOT as part of a statewide outreach effort, and one was located at DVRPC's offices to provide an opportunity to anyone in the entire region to comment. Each location was accessible by both auto and transit. At each meeting presentations were made by the project managers for those projects under consideration as Plan amendments.</p> <p>Public notices were published in the five major newspapers serving the counties covered by the TIP and Plan Amendments and press releases were mailed to all print and electronic media in the area. Copies of the draft TIP and Plan Amendments were distributed to over two dozen libraries and the documents were available via DVRPC's home page on the Internet at http://www.libertynet.org/~dvrpc. DVRPC invited written comments to be sent by US mail, by fax or by email to our offices. Over 110 people sent in written or made oral comments.</p> <p>In an effort to further facilitate the public comment process, DVRPC offered extended guidance on how the public could address their thoughts to broader issues for the Board to consider. This guidance included a series of questions: Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of ISTEA? Does the TIP contain the appropriate mix of projects with regard to (a) highway versus transit investment, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or, non-traditional projects (like pedestrian, bicycle, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects? Is this region getting its fair share of resources compared to other regions in the state or nation? Is the current transportation project development process, including environmental reviews and public input, effective? Given financial constraints, are we spending money on the right types of projects? Is the TIP document easy to use? How could it be improved?</p> <p>The extended guidance was not meant to restrict the public from commenting on specific projects. Rather, DVRPC said that it welcomes the public's opinions on specific projects contained in the draft TIP, on the TIP development process, or on any other topic of concern.</p>

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<p>However, DVRPC was forthright in advising the public that for those intending to recommend adding a new project to the program, it must be kept in mind that in order to earn a place on the TIP, a project must progress through the screening process outlined in the TIP document. As a result, requests for new projects will generally be referred to the appropriate agency for consideration under the pre-TIP study efforts.</p> <p>In addition to the opportunity offered by DVRPC for the public to offer comments on its draft TIP and Plan amendments, DVRPC has also established its Regional Citizens Committee (RCC). This major committee is the primary vehicle for ongoing public participation in DVRPC's planning and programming activities. With representatives from the private sector, social service entities, environmental organizations, and other interest groups, the RCC reviews and comments monthly on most DVRPC policies and plans. The public is invited to become a member of the RCC by contacting DVRPC's Public Affairs Office.</p> <p>DVRPC has also worked to educate the public about how to become involved in specific transportation problems and projects. As explained in the draft TIP document, public outreach and opportunities for the public to offer comments occurs <i>"during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input."</i></p> <p>DVRPC is encouraged by the participation of the public concerning this year's TIP and Plan amendments. We will constantly strive to improve our outreach efforts, seeking better ways to inform the public of actions pending before the Commission. DVRPC firmly believes that the best planning occurs when the public is well informed and all relevant issues have been considered.</p>		
P. TIP and Amendments in General		
Comments		
P-1 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Finds new TIP format user-friendly; content is flawed because focus is on moving vehicles, not people and goods; lacks comprehensive corridor and center planning; ignores the concept and effect of induced transportation demand; highway to transit ratio is too high.
P-2	Kelvin L. MacKavanagh Chairperson, Delaware Valley Goods Movement Task Force, Long Range Plan Subcommittee	In general will have major positive implications for goods movement, especially region-wide projects; treatment of port access issues (e.g., turning radii) is a constant concern; would be helpful to identify projects that will facilitate freight movement in the TIP and Plan documents; all projects should employ latest AASHTO standards to assure accommodation of overweight and oversized trucks.

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Response		
<p>DVRPC:</p> <p>DVRPC has redesigned its TIP this year to be easier for the public to understand the process. The new layout also allows DVRPC to provide more information about each project. This is the result of a cooperative effort with NJDOT, NJ Transit and DRPA/PATCO. The Commission is pleased to hear that these changes have made the document more friendly and accessible.</p> <p>DVRPC works closely with its member agencies, particularly with those that are responsible for maintaining the highway and transit systems, to advance projects that address the goals and objectives of the Year 2020 Long Range Plan. This Plan is based on the concept of corridors and centers and was developed through a long and comprehensive planning process. The Plan and the TIP reflect the attention given to fostering a multimodal transportation system for the Delaware Valley region. DVRPC maintains and fully supports a Goods Movement Task Force with three successful subcommittees. DVRPC will be working closely with the Task Force to identify those projects that in any way help facilitate the movement of freight. It should be noted that all projects must meet or exceed the applicable design standards in each state, which are generally based on the AASHTO standards for highway projects.</p>		
Q. Statewide Distribution of Resources		
Comments		
Q-1 [oral only]	Donald Nigro, Delaware Valley Association of Railroad Passengers	Statewide distribution of transit dollars to South Jersey is too low and not commensurate to population.
Response		
<p>NJ TRANSIT:</p> <p>NJ TRANSIT's portion of the DVRPC TIP contains Section 3F, Section 9, and State TTF resources to support transit capital projects and transit service. The TIP also contains funding for operating assistance and the Section 5310 (Elderly & Handicapped) and 5311 (Rural Transportation) programs. NJ TRANSIT's portion of the FY98-02 DVRPC TIP totals \$426.9 million. NJ TRANSIT has programmed \$3.6 billion in resources for the FY 98-02 Statewide Transportation Improvement Program (STIP). Transit funding resources allocated to the DVRPC TIP constitute 11.6% of NJ TRANSIT's capital program.</p>		

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		<p>Section 3F and Section 9 funding for the DVRPC TIP totals \$2.2 and \$13.5 million respectively for FY98 and \$12.9 and \$83 million for the full FY98-02 TIP. NJ TRANSIT has programed a total of \$478.3 million (Sect 3F) and \$688 million (Sect 9) for these programs statewide. Congress determines funding formulas for these programs which reflect actual transit performance and operating characteristics in a given region. DVRPC receives all of the funding for the Section 3F and 9 programs that the funding formulas generate in that region.</p> <p>NJ TRANSIT has programed \$296.1 million out of \$1.6 billion statewide of state funding for the DVRPC TIP or 18.4% of all state resources dedicated to transit. This figure roughly corresponds with the 18% of New Jersey's population that lives in the DVRPC region. It should be noted, however, that NJ TRANSIT does not allocate state funding resources based on population, but on need and the ability of a project to utilize state or federal funds.</p>