

# ADDENDUM

Adopted June 2012

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

FY2013 TIP  
for PENNSYLVANIA  
(FY2013-2016)



DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

# Addendum for the DVRPC FY2013 TIP for Pennsylvania

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process which is documented in this Addendum. This Addendum includes multiple documents:

- ▶ The overview summary of the TIP Public Involvement Process;
- ▶ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period that was held from May 3, 2012, through June 1, 2012;
- ▶ The un-abridged, full public comments received during the Public Comment Period (Each comment is assigned an "Item #" which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Some lengthy submissions that address multiple issues have multiple Item #'s. Comments were submitted from the public via: the public comment web application, e-mail, US ground mail service, or fax);
- ▶ The responses to the public comments (Responses have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate);
- ▶ The Recommended Changes to the FY2013-2016 Draft TIP based on recommended comments made during the Public Comment Period (If approved by the Board, these changes are incorporated into the final FY2013-2016 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects);
- ▶ Several items of supporting documentation (Included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; a "Highlights" document of the Draft TIP, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30 day Public Comment Period in area newspapers as required).



SUMMARY OF THE PUBLIC INVOLVEMENT  
PROCESS FOR THE FY 2013  
TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP) FOR PENNSYLVANIA





## **SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process; therefore, DVRPC will strive to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages 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. The public comment period for the DVRPC FY 2013 TIP for Pennsylvania opened on May 3, 2012, and closed on June 1, 2012 at 5:00 p.m. (EST). Notices of the public comment period and the scheduled public meeting were distributed to over 8500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public.

Legal notices were placed in *The Inquirer*, *The Philadelphia Tribune*, *Al Dia*, and *The Courier Post*, and press advisories were issued to a wide variety of electronic and print media outlets. Draft TIPs were available at DVRPC's Resource Center, and by request; the TIP document was mailed to area libraries for public review; public notices and requests for comment were sent to Tribal organizations; and additional announcements on the TIP and the public comment period were posted on DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), and at @DVRPC on Twitter. A public meeting was held on:

WEDNESDAY, MAY 15, 2012  
4:00 p.m. - 6:00 p.m.  
American College of Physicians Building  
DVRPC 8TH Floor Conference Center  
190 N. Independence Mall West  
Philadelphia, PA 19106

Copies of the announcements, media releases, public notices, and public information document follow this summary.

This public comment period also served as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online at: [www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransP rog?OpenForm](http://www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransP rog?OpenForm). The public involvement process for the TIP conducted by DVRPC was in cooperation with PennDOT to satisfy the requirements placed by federal legislation and

regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP was used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. People were able to download and/or access the TIP materials during the public comment period, use the search and mapping tool, and submit their comments through the TIP online commenting feature provided. In addition, an email address was established ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)) to facilitate the submission of comments. Comments were also received by U.S. Mail and fax.

### **Public Comment Guidance**

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we ask you to consider as you review the Draft TIP 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 SAFETEA-LU?
- 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, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more 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 are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we remind those intending to recommend new projects for the Draft TIP that in order to earn a place on the Draft TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

**Public Comment Form**  
**Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**SUMMARY OF THE PUBLIC COMMENTS  
ON THE  
DRAFT DVRPC FY2013-2016  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR PENNSYLVANIA**

**ALL RESPONSES RECEIVED**





# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
<b>Bucks County</b>		
<b>MPMS# 13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)</b>		
A.1	Kathryn Auerbach	Rehabilitate the bridge.
<b>MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)</b>		
A.2	Kathryn Auerbach	Rehabilitate the bridge.
<b>MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)</b>		
A.3	Kathryn Auerbach	This bridge is eligible for the national Register as one of the earliest of AO Martin's concrete arch deck girder designs
A.4	Kathryn Auerbach	I would like to be a consulting party.
<b>MPMS# 13716 - Headquarters Road Bridge Over Tinicum Creek</b>		
A.5	Kathryn Auerbach	Rehabilitation of the substructure and in-kind replacement of the superstructure is the most cost-effective and historically and environmentally compatible solution.
A.6	Maya van Rossum The Delaware Riverkeeper	Opposed to project. Explore repairing the current structure.
A.7	Maya van Rossum The Delaware Riverkeeper	Concerns of neighbors not considered by PennDOT.
A.8	Maya van Rossum The Delaware Riverkeeper	PennDOT has failed to follow the agency's own anti-degradation policies in order to avoid or minimize harm.
A.9	Maya van Rossum The Delaware Riverkeeper	Expansion to a two lane bridge will cause harm to water quality and degradation of the Tinicum Creek.
A.10	Maya van Rossum The Delaware Riverkeeper	The information that was provided by the PennDOT alternatives analysis is minimal and highly deficient, failing to provide the level of information needed to assess the full ramifications for the health of the creek.
<b>MPMS# 13727 - Bristol Road Intersection Improvements</b>		
A.11	B. Chadwick	Projects like this allow/encourage people to drive more and to use transit less, walk less and bike less.
A.12	B. Chadwick	This type of project thwarts any attempt to cut GHG emissions by 50% by 2035 compared to 2005 levels (a policy goal in DVRPC's Long Range Plan).
<b>MPMS# 57625 - Route 232, Swamp Road Safety Improvements</b>		
A.13	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
<b>MPMS# 57639 - Newtown-Yardley Road Intersection Improvements</b>		
A.14	Thomas K. McHugh Citizen	How many tons of GHG emissions will be eliminated per year per dollar invested in this project?
<b>MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek</b>		
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.

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<b>Comments Received from the General Public</b>		
A.16	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
<b>MPMS# 69912 - River Road Bridge Over Tohickon Creek</b>		
A.17	Kathryn Auerbach	Requests renewed and thorough studies to clarify any deficiencies and a thorough investigation of solutions incorporating the restoration of the bridge
A.18	Kathryn Auerbach	Rehabilitation would minimize impact to the surrounding archaeologically sensitive landscape and would be most compatible with the Delaware Wild & Scenic status as well as the visual impact to the Nat. Hist. Landmark canal adjacent. I request to be a consulting party to this project.
<b>MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek</b>		
A.19	Kathryn Auerbach	This bridge can be rehabilitated and I would like to be a consulting party on this rehabilitation.
<b>MPMS# 86860 - PA 611 Bridge Over Cooks Creek</b>		
A.20	Kathryn Auerbach	Any proposed work must not impact the natural resources in any way. I wish to be a consulting party on any 106 or other meetings.
<b>MPMS# 88083 - Stoopville Road Improvements - Phase 2</b>		
A.21	Susan Herman Residents for Regional Traffic Solutions	The project description is incorrect.
A.22	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
<b>Re-establishment of West Trenton (R3)/Newtown Line</b>		
A.23	Gene Alpert	Requests the re-examination of the viability of the old Newtown rail for re-establishing service.
<b>Chester County</b>		
<b>MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek</b>		
A.24	A. Roy Smith	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.25	Ann Jones	The bridge was perfectly adequate for the amount of traffic it serves and does not need to be enlarged.
A.26	C.Giordano	I would prefer to see the Bridge repaired, as to maintain its original design and charm befitting this rural community.
A.27	Carol Taylor	Opposed to current plans for the bridge because a two lane replacement bridge is out of character for the type of road and surroundings. Replacement is a waste of taxpayers money.
A.28	Catherine Ledyard	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.29	David Hawk	The current plans are a waste of scarce taxpayer money. The much more economical idea of rehabbing the current bridge and maintaining its current one-lane configuration should be done instead. Traffic demands do not require multiple lanes, and the community would prefer the historic appearance of the current bridge.

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A.30	Frances DeMillion  resident of the area	Not in favor of full replacement but wants a one way rehabilitation plan. Rehabilitation will save taxpayers \$1 million extra expense.
A.31	Gary Cannon	If the State would consider the impact this project will have on the the people who live around this bridge, the dramatic reduction in safety, other options would be evaluated more seriously.
A.32	Gwendolyn M. Lacy, Esq.  The Land Conservancy for Southern Chester County	The Land Conservancy favors rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.33	Hillary Jones	Close bridge to traffic permanently.
A.34	Hugh Lofting  citizen	Replace current plans with a one lane rehabilitation. Widening bridges creates a more dagerous area.
A.35	Hunt Bartine  Resident Kennett Township , 21 SouthRidge Drive	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.36	Jake Chalfin	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.37	Jane Dorchester	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective.
A.38	Jessie Cocks	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.39	Joan Bristol	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.40	John and Lucie Wilkens  Homeowner near the Chandler Mill Bridge	Favor rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.41	Julia Gardner	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.42	Karen Rubin	Supports a one land rehabilitation because it is safer and more cost effective.
A.43	Kerry Landis	Would like to comment that a bridge should not be refurbished and cost tax-payers in the township money to satisfy a few wealthy individuals that have enough money to hire a few organizations to fight for them.
A.44	Mark St. Clair  Resident of Kennett Sq.	Would like to see the bridge replaced. Upgrade the infrastructure as soon as possible. SAVE does not represent the residents of this area.

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<b>Comments Received from the General Public</b>		
A.45	Martha Straus	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.46	Mary Sue Boyle National Register Consultant	The neighbors have a strong interest in total restoration of this bridge.
A.47	Mary Sue Boyle National Register Consultant	I am a party to the proceeding and await information from PennDOT relative to formal comment on the bridge.
A.48	Michael Leja	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.49	Nina H. Gardner Welcome Here Farm	BRID
A.50	Nina H. Gardner Welcome Here Farm	Bridge should be repaired, not replaced.
A.51	Phoebe Brokaw	A two lane bridge construction plan for the Chandler Mill Road Bridge over the west branch of the Red Clay Creek is unacceptable and fiscally irresponsible.
A.52	Phoebe Brokaw	The one lane rehabilitation plan will expedite the bridge's opening, preserve its historical aesthetic and be more economic - all extremely important to the community.
A.53	R A StClair	Replace the bridge, it is a better option than rehabilitating an old structure. Comments against the replacement come from mass email from SAVE and many people are not part of the Kennett community and do not represent the locals.
A.54	R.F Voldstad	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.55	Rebecca Mitchell	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.56	Robert Wilson	We favor the rehab approach to the bridge so as to maintain its aesthetic appeal, historical significance and traffic buffering capabilities
A.57	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.58	Steve F Taxpayer	The current bridge crossing is over 100 years old in design and is fracture critical and structurally deficient.
A.59	Thomas Zunino	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.60	Timothy Jones	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.61	Wilson Braun	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
<b>MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek</b>		
A.62	Martha D Straus, RLA	Make sure that final plans for the bridge include sensitive restoration of the disturbed areas of the Big Elk Creek.
<b>MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line</b>		
A.63	Stephen T. Sullins  Borough of Downingtown	Requests that the timing of the project remain unchanged and not delay the project in the future.
<b>MPMS# 14484 - PA 41 Study</b>		
A.64	Aileen Elliott	The best solution for the safety concerns of this roadway would be solved by a roundabout.
A.65	Allison McCool	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.66	Allison McCool	Public comments are important and should be listened to.
A.67	Anna Coyne	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.68	Anthony Vietri  Va La Vineyards, L.P	Reduce speed along 41 between Penn Green Road ( a major accident prone intersection ) and the Borough of Avondale.
A.69	Anthony Vietri  Va La Vineyards, L.P	Place a proper curb on our stretch of road, to cut down on the erosion of our soils, and to help prevent trucks from pulling off the road and destroying our road front.
A.70	Anthony Vietri Va La Vineyards, L.P	Prohibit break retarders in this stretch of roadway.
A.71	Anthony Vietri Va La Vineyards, L.P	There is difficulty in gaining safe access and exit from our property.
A.72	Anthony Vietri Va La Vineyards, L.P	Create a center turning lane.
A.73	Benson B. Martin	In favor of a roundabout for this project.
A.74	Blair Fleischmann  citizen	Would like to see more traffic calming implemented, including roundabouts as much as possible, specifically at Rt 41 & Balt Pk and at Rt 41 & Rt 926.
A.75	Bo Alexander  Highland Twp Supv.	Roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.76	Bo Alexander  Highland Twp Supv.	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.77	Bo Alexander  Highland Twp Supv.	A roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.78	Londonderry Board of Supervisors  Londonderry Township	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.79	Londonderry Board of Supervisors  Londonderry Township	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.80	Londonderry Board of Supervisors  Londonderry Township	A roundabout at the intersections of Route 41 and Route 926 in Londonderry Township would provide a safe solution for this extremely dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.81	C.Giordano	Please, make every effort to maintain the historic charm of this roadway, by installing traffic calming devices. Route 41 was never designed to be an expressway!
A.82	Carin Bonifacino	Wants project revised to address safety on Route 41. Wants to see a roundabout at Route 41 and Baltimore Pike and at Route 41 and Route 926.
A.83	Carol Lorah Bland  NA	Project should be revised to adequately address safety concerns and future growth of the Route 41 corridor. Traffic calming should be implemented throughout.
A.84	Cynthia Schmidt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.85	Dan Linderman	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.86	Dan Linderman	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.87	Danny Rosazza Avondale	It is a bad idea to add a traffic circle in Avondale.
A.88	Dr. Betsy DeMarino	Use of a roundabout would remedy the traffic problems on Route 41.
A.89	Dr.Deepak Doraiswamy  Concerned resident at Somerset Lake in Landenberg	The PREIT/Walmart project would be severely detrimental to the local environment and road safety and should be halted as safety issues have not been addressed.
A.90	E. Paul Wileyto  Homeowner in Kennett	Make the road feel smaller without making it smaller and do not widen or straighten the road.
A.91	Hugh Lofting Hugh Lofting Timber Framing, Inc.	Use a traffic circle at Route 41 and 926.
A.92	Ian Brown	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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<b>Comments Received from the General Public</b>		
A.93	Jack E. Weber, Jr. SCCOOT	This area can not benefit from a roundabout.
A.94	Jack E. Weber, Jr. SCCOOT	This area requires safety and traffic volume enhancements.
A.95	Jane Dorchester	Traffic calming measures need to preserve the character of Chatham.
A.96	jason daliessio	Widening and limited realignment of Route 41 adequately address safety problems. Reinstate funds previously shown on MPMS# 14613 for traffic calming within the Route 41 corridor.
A.97	Jim DiLuzio New Garden Township resident	Some SAMI projects made slight improvements, but this remains an extremely dangerous highway.
A.98	Jim DiLuzio New Garden Township resident	Full (simultaneous from opposite directions) left-turn phasing needs to be employed at intersections along Route 41 with roads like Newark Rd. and Penn Green Rd.
A.99	Jim DiLuzio New Garden Township resident	Kennett Township should be included on TIP report information.
A.100	Jim DiLuzio New Garden Township resident	If widening of the roadway and limited realignment are realistically the only feasible options remaining, then just get the work started and accomplished.
A.101	John Gaadt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.102	Julia Gardner	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.103	Louis A. Kaplan	Route 41 is a dangerous roadway and PennDOT has not addressed this fundamental problem with any of their proposed alternatives. The incorporation of traffic calming elements in the highway should be a priority.
A.104	Marion Waggoner	Opposed to traffic circles because they would not improve overall safety.
A.105	Martha D Straus, RLA	Roundabouts on Route 41 intersections should be considered as alternatives again.
A.106	Michael Leja	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.107	Mr. and Mrs. Dean Donley	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.108	Neha Deck	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.109	Neha Deck	What will be done at the Route 41 and Sunny Dell Road Intersection?
A.110	Nina H.Gardner Welcome Here Farm	Does not want the road widened. Wants traffic calming techniques implemented.



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ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.111	Paige Larue	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.112	Rebecca Mitchell	A roundabout should be re-instated to be used for this project and other traffic calming projects.
A.113	Rich Zimny	Safety issues need to be addressed to the highest standards.
A.114	Richard Corkran	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.115	Russell Jones	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.116	Sali Cosford Parker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.117	SAVE	S.A.V.E. recommends that highest priorities be given to (1) a roundabout at the intersection of Route 41 and 926, and (2) traffic calming in the village of Chatham.
A.118	SAVE	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.119	SAVE	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.120	SAVE	S.A.V.E. recommends against implementation of any of the other design options recommended by the PennDOT 2010 study until an objective analysis of the potential benefits of traffic calming alternatives has been made.
A.121	Steve Taxpayer	Ignore SAVE's opinion and the upgrades to Route 41 are long over due.
A.122	Steven C. Brown  London Grove Township	The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques.
A.123	Steven C. Brown  London Grove Township	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.124	Steven C. Brown  London Grove Township	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.125	Steven Siepser London Grove Township	In favor of roundabouts for calming purposes but wants engineers to look into 'green belts' as alternatives.
A.126	Teri Dignazio	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.127	Thomas Zunino	Route 41 will remain dangerous if the proposed project moves forward as is.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.128	Timothy Gardner London Grove Township Resident	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.129	Virginia Reef	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.130	WB Dixon Stroud Jr	Consider a roundabout at the intersection of 41 and 926
A.131	WB Dixon Stroud Jr	The project does not adequately address safety and traffic calming.
A.132	Wendy B.	Is in favor of improvements to Route 41.
A.133	Wendy Walker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.134	Wilson Braun	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
<b>MPMS# 14515</b>		
A.135	Kristin Boldaz  Edward B. Walsh & Associates, Inc.	On behalf of Uwchlan Township, please accept this as a formal request to create a Utility Relocation Phase for this project on the TIP and transfer \$100,000 from the Construction Phase into the new Utility Relocation Phase.
<b>MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)</b>		
A.136	Doug Hanley  Uwchlan Township	Please transfer \$100,000 from the Construction Phase and put in the Utility Relocation Phase.
<b>MPMS# 14541 - US 1, Baltimore Pike Widening</b>		
A.137	Bo Alexander Highland Twp Supv.	Please provide for NE bound US1 traffic to make a U Turn.
<b>MPMS# 15385 - US 202, Section 100 (ES1) - Design</b>		
A.138	Mary Sue Boyle  Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
<b>MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail</b>		
A.139	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
A.140	Paige Larue	Widening the road will cause more accidents and bike lanes would destroy the existing bridle paths currently in use.
<b>MPMS# 77476 - Kennett Pike Bikeway</b>		
A.141	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
<b>MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout</b>		
A.142	Blair Fleischmann citizen	Glad to know that this roundabout project is moving forward.
A.143	Bo Alexander Highland Twp Supv.	Please move this project forward as quickly as possible.
A.144	Grant DeCosta	Support of project.

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
<b>MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)</b>		
A.145	Adrienne MacKenzie Brandywine Hospital	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.146	Amy Stackhouse Rhoads Energy Corporation	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.147	Bo Alexander Highland Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.148	Dorith Hakimi Sikorsky Global Helicopters	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.149	Gary W. Smith Chester County Economic Development Council	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.150	Gregory Prowant Caln Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.151	James Ziegler The Graystone Society	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.152	Jim Gable Pennsylvania American Water	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.153	John Lymberis Sadsburyville Hotel, Inc.	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.154	Joseph Zimmerman Summers & Zim's Inc.	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.155	Patrice Proctor Valley Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.156	Patti Jackson-Gehris Western Chester County Chamber of Commerce	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.157	Ronald A. Rambo, Jr. West Brandywine Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.158	Stephanie Silvernail Sadsbury Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.159	Ted Reed Borough of Modena	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.160	Terry Muto AIM Development Corporation	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
<b>MPMS# 86064 - Hadfield Road Bridge Over Beaver Creek (CB #244)</b>		
A.161	C.Giordano	Would prefer the bridge be repaired and restored to its original design.
A.162	Linda Morrison E. Brandywine Twp Historical Commission	The community wants this historic bridge to be rehabilitated and preserved -- NOT replaced.

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.163	S.A.V.E.  Safety, Agriculture, Villages and Environment, Inc.	This bridge should not be replaced until feasibility studies for rehabilitation have been completed. Rehabilitation offers a potential tax savings for residents of more than \$2 million.
<b>MPMS# 86696 - Watermark Road Bridge Over Muddy Run (CB #21)</b>		
A.164	Blair Fleischmann  citizen	Would like to preserve this historical bridge as much as possible, while keeping it safe.
A.165	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	200+ petition signatures submitted supporting bridge rehabilitation.
A.166	S.A.V.E.  Safety, Agriculture, Villages and Environment, Inc.	Bridge is considered historic by the township and is listed on Upper Oxford's historic inventory.
A.167	S.A.V.E.  Safety, Agriculture, Villages and Environment, Inc.	This bridge should be rehabilitated and not replaced which is counter to NEPA policy and would cost tax payers an additional \$1.8 million more.
<b>MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2</b>		
A.168	Mary Sue Boyle  Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
<b>MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)</b>		
A.169	Mandie Cantlin  East Bradford Township	Recommends adding new 8 foot shoulders to serve as bike/pedestrian lanes to accommodate Bike Route L.
<b>Support for restoration of rail service to West Chester</b>		
A.170	West Chester Borough	Shows support to restore regular, frequent, and convenient rail service to the Borough of West Chester.
<b>Delaware County</b>		
<b>MPMS# 14747 - US 322 Final Design</b>		
A.171	B. Chadwick	Widening this road will not reduce greenhouse gas emissions.
A.172	B. Chadwick	There is no mention in the description on how bikes and pedestrians will be accommodated on this road.
<b>MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements</b>		
A.173	B. Chadwick	It is unclear from the project description what portion of the \$140 million will be spent on making sure that there will be safe, comfortable and convenient facilities for pedestrians and cyclists wanting to cross the entrance/exit ramps of the proposed interchange.
<b>MPMS# 87940 - Pedestrian and School Children Safety (TCSP)</b>		
A.174	John Butler	In favor of project but states the Marple Commissioners refuse to commit the matching funds in 2010.
<b>Montgomery County</b>		
<b>MPMS# 16214 - PA 611, Old York Road Over SEPTA R3</b>		
A.176	JACOB FEINBERG	How will the flow of traffic be changed on PA 611?

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
<b>MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements</b>		
A.177	Ann L. Rappoport, Ph.D.	No amount of traffic intersection adjustments will help unless more frequent rail service to and from distant stations increases.
A.178	Jeffrey Muldawer	The proposed right turn lane from Southbound Greenwood Avenue to Westbound Route 73 is an accident waiting to happen
A.179	Leslie Dias	Reconsider original plans and replace with dedicated left turn lanes and have the other lane for both right turns and through traffic.
A.180	Olga McHugh	Opposed to project and wishes it to be removed from TIP. Project will ruin the character of the area and turn it into the ugly site we see in the far suburban sprawl areas of Montgomery County.
	Resident	
A.181	Suzanne Monsalud	The construction will negatively impact the neighborhood and would create a hazardous situation.
A.182	Teresa Warnick	Concerned that the project will decrease safety as well as property values.
A.183	Terry Muldawer	Opposed to project.
A.184	Thomas K. McHugh	Opposed to project and wishes it to be removed from TIP. Will change the character of the community.
<b>MPMS# 57865 - Edge Hill Road Reconstruction</b>		
A.185	Thomas K. McHugh	Contractors should be alerted for Revolutionary Archaeological Artifacts
<b>MPMS# 84642 - Jenkintown Platform and Garage Project</b>		
A.186	Ann L. Rappoport, Ph.D.	Favors more frequent rail service to and from more distant stations which motorists bypass to get a parking space.
<b>MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements</b>		
A.187	Daniel K. Kerr Limerick Township	Project is missing from TIP.
<b>Philadelphia</b>		
<b>Request Additional funding for new projects</b>		
A.188	Mark Frog Harris	Lancaster Avenue in Philadelphia has two intersections where traffic backs up badly. They are at 48th Street and 52nd Street. Funding should be made available to improve these trouble spots.
<b>SEPTA</b>		
<b>MPMS# 60557 - System Improvements</b>		
A.189	Jon Frey	Opposition to project because past implementations of TSP systems on SEPTA surface routes have yielded no benefit to the riding public.
	PA-TEC	
A.190	Karl Rahmer	I oppose this project because it is unfuded as DVRPC has diverted funding to non-essential projects. See TIP items 60557, 60611 (Fare Collection System/New Payment Technologies).
A.191	Karl Rahmer	Opposes project because it offers no benefit the riding pubic.
<b>MPMS# 60611 - Fare Collection System/New Payment Technologies</b>		

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.192	John Scott PA-TEC	Objects to the project on the grounds that the cost has escalated.
A.193	Jon Frey PA-TEC	Opposes project because of the cost.
A.194	Karl Rahmer	Oppose project because there is a difference in cost between SEPTA's Capital budget and DVRPC's TIP.
<b>MPMS# 60651 - Substation Improvement Program</b>		
A.195	Jon Frey  PA-TEC	I oppose MPMS 60651 in its current form, which lacks funding for any improvements to power substations on SEPTA's railroad network.
<b>MPMS# 84642 - Jenkintown Platform and Garage Project</b>		
A.196	Bob Morgan  Resident - Wyncote	Improved services and improved parking to outer areas would encourage transit use closer to home.
A.197	Jeffrey Olawski	Project description is misleading.
A.198	Jeffrey Olawski	Possible NEPA violations
A.199	Jeffrey Olawski	Possible NEPA violations.
A.200	Jeffrey Olawski	Possible Clean Air Act violations.
A.201	Jeffrey Olawski	Project description is misleading.
A.202	Jeffrey Olawski	Bad Policy and Investment choice.
A.203	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.204	Jeffrey Olawski	Possible Clean Air Act Violations.
A.205	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.206	Jeffrey Olawski	Bad Policy and investment choice.
A.207	John Scott  PA-TEC	The study for this project must be performed again as a broader study that analyzes current deficiencies in terms of capacity and service across the region
A.208	Jon Frey PA-TEC	Opposes project and wants regional rail service on the Fox Chase-Newtown line to Upper Southampton reinstated.
A.209	Karl Rahme	Opposes project because it will make Bucks County residents drive further to reach a station because all stations near residents are full.
A.210	Lenore Davies	This project is a huge waste of money and train must stop at all station every 30 minutes to keep riders close to their homes.
A.211	Nancy Zosa	Opposed to project. Money used for this project should be used for increasing frequency and expanding service.

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.212	Neil Boyden Tanner Concerned Neighbor	Invest moneis in more frequent train service and not a parking garage.
A.213	Ronald C Dunbar self	Opposes garage but would like monies for raised platform and other surface improvements.
A.214	Suzanne Monsalud	Opposes project because surveys indicate that riders would prefer not to drive outside of their communities to park at a mega station
A.215	Teresa Warnick	Remove project from TIP and increase station stops at other stations so commuters do not travel to Jenkintown-Wyncote Station.
A.216	Thomas K. McHugh	This project is an inefficient use of taxpayer money and riders want more parking and better train service closer to their homes.
<b>MPMS# 87176 - 69th Street Intermodal Parking Garage</b>		
A.217	John Scott PA-TEC	Opposes construction because more riders driving to 69th St Terminal will have a negative impact on ridership growth of feeder transit lines.
A.218	John Scott PA-TEC	DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the 69th Street parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first. See July 2010 DVRPC Regional Citizen Committee meeting minutes.
<b>Re-establishment of West Trenton (R3)/Newtown Line</b>		
A.219	Karl Rahme	Supports reactivation of Newtown line to Southampton Station.
<b>Various Counties</b>		
<b>Bridge Project Descriptions</b>		
A.220	B. Chadwick	Requests clarification on scope of bridge projects. Many of the bridge projects are replacements not repairs.
<b>Complaint about how the Comment Period reaches the public</b>		
A.175	John Dunphy	The way DVRPC advertises the projects does not work well for local residents.
<b>MPMS# 48201 - DVRPC Competitive CMAQ Program</b>		
A.221	Olga McHugh Wyncote Resident	Objects to the use of public funds without direct public comment.
<b>MPMS# 60557 - System Improvements</b>		
A.222	PA-TEC	Opposes project because the project provides no benefit to SEPTA's operations of the riding public.
<b>MPMS# 60611 - Fare Collection System/New Payment Technologies</b>		
A.223	PA-TEC	Objects to the project on the grounds that the cost has esclated.
<b>MPMS# 60651 - Substation Improvement Program</b>		
A.224	PA-TEC	Objects to this project this project on the grounds that no funding has been allocated to upgrade, repair or replace any electrical substations on SEPTA's passenger railroad system.
<b>MPMS# 65109 - Transit Flex - SEPTA</b>		

# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>Comments Received from the General Public</b>		
A.225	Olga McHugh Wyncote Resident	Opposed to project.
<b>MPMS# 84642 - Jenkintown Platform and Garage Project</b>		
A.226	PA-TEC	Opposes project because demand for garage is not shown.
A.227	PA-TEC	Opposition to project because DVRPC has withheld information from the public.
A.228	PA-TEC	Opposes project because RCC was terminated because of opposition to this project.
A.229	PA-TEC	Oposes this project because DVRPC altered its public comment process because of opposition to this and other SEPTA projects
A.230	PA-TEC	Opposes the project because there is no local support from the Wyncote and Jenkintown Communities
A.231	PA-TEC	In favor of reactivation of R8 Newtown Commuter Rail Corridor.
<b>MPMS# 87176 - 69th Street Intermodal Parking Garage</b>		
A.232	PA-TEC	Objects to this project on the basis that public transportation dollars are being allocated to build premium parking for private businesses.
A.233	PA-TEC	Opposes project because undermines the vitality of mass transit in Delaware County by decreasing bus and trolley ridership and increasing SEPTA's fixed infrastructure costs.
<b>Opposition to entire TIP</b>		
A.234	PA-TEC	The public was not provided adequate opportunity to comment on the TIP.
A.235	PA-TEC	The new Public Participation Plan was not developed in consultation with interested parties, and was not approved in accordance with the law.
A.236	PA-TEC	None of the TIP projects list a sponsoring official, representative, or agency.
<b>Technical Difficulties with sending in public comment</b>		
A.237	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:55 PM on 06/04/12
A.238	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:49 PM on 06/04/12
<b>Comments Received from the DVRPC Planning Partners &amp; Agencies</b>		
<b>Chester County</b>		
<b>Technical Corrections</b>		
B.239	Chester County Planning Commission Chester County	Changes to the limits, descriptions and titles of projects requested.



# Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
<b>Comments Received from the DVRPC Planning Partners &amp; Agencies</b>		
<b>Delaware County</b>		
<b>Technical Corrections</b>		
B.240	Delaware County Planning Department Delaware County	Changes to the limits, descriptions and titles of projects requested.
<b>Philadelphia</b>		
<b>Technical Corrections</b>		
B.241	City of Philadelphia City of Philadelphia	Changes to the limits, descriptions and titles of projects requested.
<b>SEPTA</b>		
<b>Technical Corrections</b>		
B.242	SEPTA SEPTA	Removal of projects that are not supposed to be included in the TIP

**Public Comment Form**  
**Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**ORIGINAL PUBLIC COMMENTS  
ON THE  
DRAFT DVRPC FY2013-2016  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR PENNSYLVANIA**

**COMMENTS RECEIVED AS PART OF THE  
PUBLIC COMMENT PERIOD**



**Public Comment Form  
Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.1**

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** Clay Ridge Road Bridge Over Beaver Creek (CB #30)

**MPMS ID:** 13014

**Comment:**

The Clay Ridge Bridge lies within and contributes to the Ridge Valley Rural Historic District, listed in the NR. The bridge is highly significant as an early example of a closed spandrel deck girder arch concrete bridge, 1909, designed by Bucks C. premier architect & engineer AO Martin. This is among his earliest remaining arch bridges and coupled with his surviving original plans provides valuable engineering information on early concrete bridge technology. Its design, scale, character and surface treatments compliment the surrounding rural landscape. Rehabilitation is a MUST.

Comment ID: 135

Item ID# A.2

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** Walnut Street Bridge Over Perkiomen Creek (CB #13)

**MPMS ID:** 13248

**Comment:**

The Walnut Street Bridge is an extraordinary example of AO Martin's very early deck girder concrete arch bridge designs, ca. 1908. His two previous long span designs, ca. 1906 have been destroyed, eve 'tho recognized as engineering significant to the NATION. It has been successfully rehabilitated and currently carries two-lanes of traffic. Pedestrian access is accomodated by a cantilivered walkway on the upstream side. Additional pedestriation accomodation can be placed on the downstream side. The bridge is adjacent a popular and actively used public park that contains the county's earliest Covered Bridge, ca1832. That bridge was moved to a dry land location by being moved over this concrete arch bridge. coupled with Martin's engineering drawings and the other remaining examples of his bridges. this bridge is eligible for the National regisgter as a part of a collection of Martin's concrete arch bridge designs. many of these bridges are currently threatened. I would like to be a consulting party on any planning discussions for this bridge. THIS BRIDGE MUST BE REHABILITATED.

Comment ID: 146

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.3, A.4**

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** Rickert Road Bridge Over Morris Run Creek (CB #21)

**MPMS ID:** 13296

**Comment:**

This bridge is eligible for the national Register as one of the earliest of AO Martin's concrete arch deck girder designs. It is part of a significant collection of AOM bridges remaining in the county, as well as part of a collection of very unique bridges that occur in this section of Hilltown township primarily over the Morris Run. It is a unique landscape and cultural resource treasure. Pedestrian & bike trails can be placed around the bridge, allowing the public to view it in profile. It is within a significant rural German Mennonite heritage region including the historical villages of Dublin & Bloomington. I would like to be a consulting party.

Comment ID: 147

Item ID# A.5

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** Headquarters Road Bridge Over Tincum Creek

**MPMS ID:** 13716

**Comment:**

This bridge is listed in the National Register for both its early construction date of 1812 (4th oldest in Bucks) and the deck reconstruction of 1919. It contributes to the Ridge Valley Rural Historic District on the NR. It is located over an EV stream and within the Delaware Wild & Scenic Corridor and contributes to it. Recent studies have found the stone piers and abutments to be in good condition and very capable of being restored, as per the Secretary on Interior's standards and the guidelines for section 106. The substructure supports the deck with no evidence of sagging or slippage of beams. The abutments are sound and the inside facades show no evidence of movement since construction 200 years ago. Deck deterioration is solely due to hostile maintenance procedures by PennDOT, the deck can be replaced on the existing stone masonry in a design similar to that by AO Martin in 1919. This is a highly scenic and sensitive location, valued throughout the county for cultural heritage, natural beauty and tourism. Township residents have found the stop signs and one-lane condition safe and effective for traffic calming for sharp turns and narrow road conditions. Preservation of the stone substructure results in minimal stream and bank disturbance and maintains a contributing historical resource. This may be the OLDEST multiple span beam bridge in the commonwealth of PA. Up until recently there has been no weight restriction, even with the added 40 tons of dead weight of the jersey barriers on the deck. Rehabilitation of the substructure and in-kind replacement of the superstructure is the most cost-effective and historically and environmentally compatible solution. I request to be a consulting party to any and all discussions regarding this bridge.

Comment ID: 137



June 1, 2012

DVRPC

190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520

RE: Comments on PA statewide Transportation Improvement Program

Dear Sirs:

The Delaware Riverkeeper Network opposes the proposed Headquarters Road (SR 1012) bridge replacement project over the Tinicum Creek in Tinicum Township, Bucks County (MPMS# 1316). PennDOT should instead explore repairing the current structure.

The current structure is the fourth oldest bridge in Bucks County and one of the oldest crossings in the state, and on those grounds alone is worthy of protection because of its historic significance in the region. PennDOT has already removed and replaced two historic bridges on this same creek and as a result, has already diminished the historic and scenic qualities of the community. It should not be allowed to further diminish and damage the historic and scenic qualities that make this portion of Bucks County and our region so unique and special and of such high value to those who live and visit there.

Neighbors have raised concerns about an increase in vehicle speed and hazardous conditions if the bridge is altered from one to two lanes. These concerns have not been appropriately considered by PennDOT. When the increased speeds and reconfigured shape of the road and its ramifications for traffic patterns is coupled with the changes made at the other two bridges in this community and on this creek, the traffic impacts and neighbor concerns could be magnified. This is not considered by PennDOT.

PennDOT's plan to expand the current size of the bridge from one to two lanes will lead to degradation of the Tinicum Creek, an Exceptional Value stream. The increased width of the crossing will lead to more runoff and pollutants entering the creek. Construction activities are a

DELAWARE RIVERKEEPER NETWORK  
925 Canal Street, Suite 3701  
Bristol, PA 19007  
Office: (215) 369-1188  
fax: (215) 369-1181  
dm@delawareriverkeeper.org  
www.delawareriverkeeper.org



further threat to water quality. PennDOT has failed to follow the agency's own anti -degradation policies in order to avoid or minimize harm. Two recent bridge replacement projects on the same roadway led to large amounts of sediments being carried into a tributary of the Tinicum Creek and so stand as testament to the harm that can be expected from this proposed project.

An independent review (attached) of the alternative analysis conducted for/provided by PennDOT raises concerns about the preferred design for the Exceptional Value Tinicum Creek. The information that was provided by the PennDOT alternatives analysis is minimal and highly deficient, failing to provide the level of information needed to assess the full ramifications for the health of the creek – its flows, quality and channel structure. The information that was provided indicates a number of areas of significant concern. Based on the information provided, the option selected by PennDOT is damaging to the Exceptional Value Tinicum Creek and cannot be justified.

If you would like to discuss these concerns with me or my staff, please contact me at your earliest convenience. Thank you for your time and consideration.

Respectfully,

A handwritten signature in blue ink that reads "Maya K. van Rossum".

Maya van Rossum  
the Delaware Riverkeeper

Enclosure



## Meliora Environmental Design

---

Ed Rodgers  
Delaware Riverkeeper Network  
925 Canal Street, Suite 3701  
Bristol, PA 19007

RE: Headquarters Road over Tincicum Creek  
Alternative Analysis Study Review

Dear Mr. Rodgers:

Meliora Design has reviewed the subject documents for potential impacts from construction over Tincicum Creek, a designated Exceptional Value stream. The results of our review are listed below.

1. The documentation provided is a summary alternative analysis study that does not include detailed hydraulic calculations of the identified preferred alternative. The hydraulic calculations presented in a detailed Hydrologic and Hydraulic Report (H&H Report) would include scour calculations, as well as information regarding peak flows, channel material and floodplain soil conditions that would allow a more thorough review of the potential impacts from this project to Tincicum Creek.
2. The Alternative Analysis Study (AAS) recommends Alternative 1 as the preferred design for the replacement of the existing bridge. Alternative 1 offers the most suitable option for improved hydraulic conveyance of the six alternatives analyzed; however, the report raises some concerns with regard to the impact of this design on the Exceptional Value (EV) rated Tincicum Creek that may be addressed in the Hydrologic and Hydraulic Report. The AAS identifies increased flow velocities upstream of the proposed bridge ranging from 0.59 – 1.05 cfs for the 25-year storm. Attachment 1 to the AAS includes HEC-RAS output for each proposed alternative; the HEC-RAS output for Alternative 1 indicates an increase in velocity, as well as an increase in shear, through the proposed bridge opening. These increases may potentially impact the stream channel both upstream and downstream of the proposed crossing. The information needed to thoroughly evaluate those potential impacts was not included in the AAS.
3. All alternative designs presented for replacement of the existing bridge include expansion from one to two vehicular travel lanes. The increased length of the bridge required to convey this additional traffic will increase the length of the stream which will be constricted due to the fill within the floodplain and may result increase the potential for increased erosion and scour throughout the project. The information provided in the AAS did not include full engineering analysis of the channel hydraulics for any of the preferred alternatives.

A review of the proposed construction documentation and erosion and sedimentation control plan, as well as the detailed calculations within the H&H Report would allow more thorough evaluation of the overall impacts of this project both during and after construction

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth Ayn Sitler', written in a cursive style.

Ruth Ayn Sitler, PE  
Water Resources Engineer

Cc: Michele C. Adams, PE  
President

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.11, A.12**

**Name:** B. Chadwick

**County:** Bucks County

**Project Title:** Bristol Road Intersection Improvements

**MPMS ID:** 13727

**Comment:**

This is a WIDENING project that will allow MORE vehicles to move along Bristol Road and allow vehicles to move at HIGHER speeds. This will of course have a negative IMPACT on transit, pedestrian and bicycle travel in this corridor and pedestrian/bicycle access to bus stops and train stations. As is noted in the project description only "existing sidewalks... will be replaced in-kind ...There is currently no plan to provide additional pedestrian or bike features throughout the corridor". Projects like this allow/encourage people to drive more and to use transit less, walk less and bike less. In turn, vehicle miles traveled (VMT) for the region increases along with oil consumption and greenhouse gas (GHG) emissions. This type of project thwarts any attempt to cut GHG emissions by 50% by 2035 compared to 2005 levels (a policy goal in DVRPC's Long Range Plan)..

Comment ID: 125

**SWAMP ROAD TIPS  
PUBLIC COMMENT  
DVRPC MEETING May 15, 2012**

**MPMS# 64781: Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036**

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

PUBLIC COMMENT: Swamp Road Residents group is opposed to this project and requests that it be removed from TIP. The narrow appearance of the bridge provides a traffic calming effect. It keeps the truckers from gunning down the hill on one side the bridge so that they can climb the hill on the other side at high speeds. The fact that loaded heavy trucks are permitted on the bridge is an indication that the bridge is structurally safe. The proposed TIP will lead to unsafe high speeds through the residential neighborhoods.

**MPMS# 57625: Route 232, Swamp Road Safety Improvements SR:0232**

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

PUBLIC COMMENT: Swamp Road Residents group is opposed to widening of the roadway or a left turn lane on Swamp Road on the East side of the intersection as this will encourage more and faster truck traffic through the residential neighborhoods in Newtown. We support rest of the project.

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.14**

**Name:** Thomas K. McHugh

**County:** Bucks County

**Project Title:** Newtown-Yardley Road Intersection Improvements

**MPMS ID:** 57639

**Comment:**

Widening of intersections increases traffic and converts the character of a community from rural beauty to suburban sprawl. Traffic congestion mitigation is nothing more than using taxpayer dollars to encourage more driving and GHG emissions. The rating system (A to F) for roads and intersections is increasingly being recognized by progressive planners as an obsolete tool that disregards the realities of the 21st century. How many tons of GHG emissions will be eliminated per year per dollar invested in this project?

Comment ID: 136

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbuckspe5@aol.com**

Draft DVRPC FY 2013 - 2016 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: May 15, 2012

RE: PROJECT NAMES:

- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
  - (2) *Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*
- 

I am Susan Herman, president of Residents for Regional Traffic Solutions, Inc., which is also known as RRTS. RRTS is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of 9,000 residents.

We ask the Delaware Valley Regional Planning Commission (DVRPC) to correct the description of the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) that appears in the Draft FY 2013 - 2016 Pennsylvania TIP. The current description describes Phase 1 of the project, which has already been completed. The current description misrepresents what Phase 2 of the project has become in real life. On March 28, 2012, Newtown Township officials and engineers held a special meeting to solidify a NEW PLAN for the Stoopville Road Improvements – Phase 2 Project and, essentially, redirected stimulus money intended for safety improvements along Stoopville Road in Newtown Township and applied them to upgrading an intersection in neighboring Wrightstown Township.

Newtown Township officials have abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road and connect thousands of residents living in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Phase 1 of the Stoopville Road Improvements Project, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the 4 Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Residents are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes,

two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road and the Delaware Canal.

Instead, the stimulus monies are being redirected to upgrade and expand an intersection in neighboring Wrightstown Township, **the intersection of Stoopville Road and Route 413 (Durham Road)**. **RRTS OPPOSES the upgrade of this intersection** as, per the DVRPC's 1988 Newtown Township Traffic Study, this upgrade is a critical part of construction of a major North/South expressway that will connect I-78 to I-95. This North/ South expressway is also known as the "Northern Bypass". This back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County, who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life throughout our region. **RRTS OPPOSES the real life Stoopville Road Improvements – Phase 2 Project as it exists today** (see Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two") and **WE IMPLORE THE REGIONAL TRANSPORTATION COMMITTEE (RTC) AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads and one that runs along Swamp Road.

- This map (Exhibit II) is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- This map (Exhibit III) is a map of the North/ South expressway that appeared in a March 2006 Delaware Valley Regional Planning Commission (DVRPC) publication titled **EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS**. The expressway runs along Route 611 to I-95 and is referenced in the legend as an "Emerging/ Regional Corridor".
- In the DVRPC's 1988 Newtown Township Traffic Study, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough.

The following excerpts are from the section of the Study titled "**Northern Bypass Alternative**":

- (a) **Page #61** (Exhibit IV) shows a map of the Northern Bypass Scenario projected for **Year 2000**. It's customary for the DVRPC to do 25-year Long Range Planning, so this map is still relevant. The map shows the Northern Bypass as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Note the upgraded intersection at Stoopville Road and Route 413 (also known as Durham Road).



- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

However, a current Swamp Road project in the Draft FY 2013-2016 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Road. **This project is MPMS# 64781 Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036. RRTS OPPOSES this project [MPMS# 64781] and WE IMPLORE THE RTC AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

- (c) **Page #64** states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #60** states, "Level of service on...Durham Road [Route 413] will be a function of the signalized intersections."
- (e) **Page #73** states,

"Highway Improvement Program,

Five Year Plan

Durham Road/ Stoopville Road Turn Lane & Signalization"

**Note that these are the improvements being done in the real life Stoopville Road Improvements Project - Phase 2.**

In 2001, under the leadership of State Representative Dave Steil, there was a plan made to construct the Northern Bypass along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens.

Today, because of development, the Northern Bypass would have to be constructed along Stoopville and Lindenhurst Roads.

In 2007/2008, residents successfully opposed the roundabout that Dave Steil, Representative Scott Petri, and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future

Pz 3/4/10

expressway.\* The dead give-away that the roundabout was a key component of the "Northern Bypass" can be found in a May 12, 2008 Bucks County Courier Times Guest Opinion written by Dave Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Guest Opinion, titled "Don't scoff at better, modern roundabouts", Mr. Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change."

Mr. Steil's view was consistent with a previous statement he made in a June 2002 letter to the president of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion."

Residents want to preserve the unique and priceless open space character of Bucks County and hope that the safety of our families is the highest priority of the RTC and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2013-2016 Pennsylvania TIP: (1) Stoopville Road Improvements – Phase 2 (MPMS# 88083) and (2) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781).**

\*See DVRPC's Bucks County Regional Traffic Stud (BCRTS). Note that the DVRPC erred and did not put its logo on the CD-ROM distributed for the BCRTS. It also neglected to reissue the CD-ROM so that it included the January 2008 Addendum to Final Report that was distributed in hard copy to Stakeholders. Despite RRTS's written plea that the CD-ROM be revised to (a) include the January 2008 Addendum and (b) include the DVRPC logo, the DVRPC "declined our request".

NEWTOWN TOWNSHIP

# Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Petra Chesner Schlatter

BucksLocalNews.com

NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Le Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said. "There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville, crossing over into the Village Market."

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said. Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said. In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

The engineers may have "to tweak it a little bit more," he said.

Exhibit I

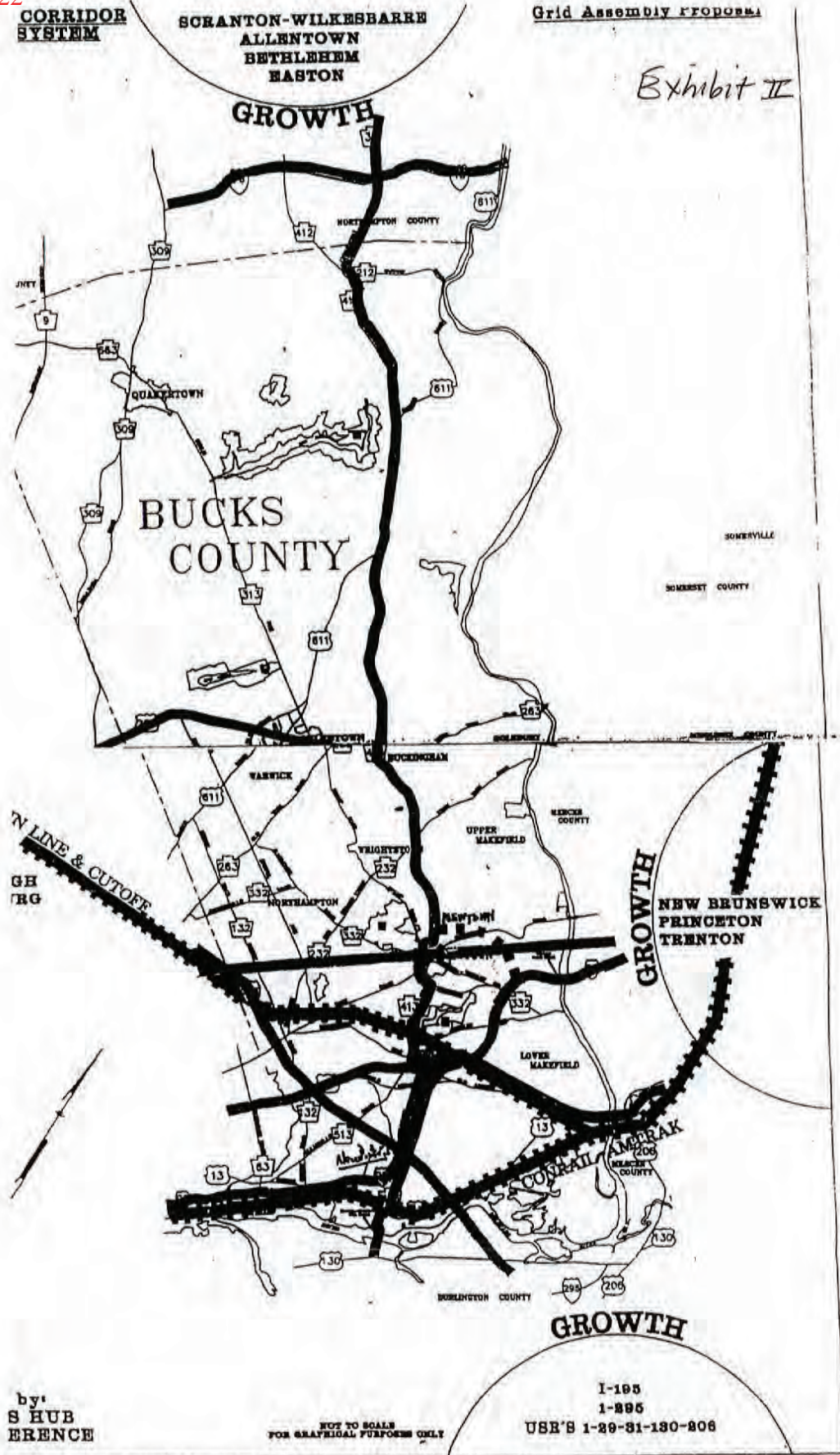
195410

**CORRIDOR SYSTEM**

SCRANTON-WILKESBARRE  
ALLENTOWN  
BETHLEHEM  
EASTON

Grid Assembly Proposed

Exhibit II



by SHUB REFERENCE

NOT TO SCALE FOR GRAPHICAL PURPOSES ONLY

I-185  
1-895  
USB'S 1-29-81-130-808

Pg 4 of 7

10 03 10

# DVRPC CONGESTION MANAGEMENT PROCESS

 DELAWARE VALLEY REGIONAL PLANNING COMMISSION

*Exhibit III*  
*(pg. 1 of 2)*

## LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

# 2006

### ▶ WHAT IS A CMP?



A CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends

a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP, as included in current federal transportation regulations, enhances the existing concept of a Congestion Management System (CMS) with emphasis on being an ongoing cycle and other refinements. It identifies congested corridors and multimodal strategies to mitigate the congestion. Where more single-occupancy vehicle capacity is appropriate, the CMP includes supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system as it goes back around.

*By 7/10*

### ▶ HOW DOES THE CMP HELP THE DELAWARE VALLEY?

The CMP improves connections in transportation planning that will help with transportation connections in the real world.

The benefits of an ongoing CMP include:

- ▶ More focused use of limited federal transportation funds where they can do the most to help the region meet its goals

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- ▶ Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental planning

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- ▶ Ways of encouraging a wide range of stakeholders to participate and coordinate including data, guidance on helping projects conform to the CMP, priority for conforming projects in the TIP and LRP update processes, help keeping track of progress, and opportunity for stakeholders' studies to be more widely used

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- ▶ A program for regular monitoring and evaluation of system performance

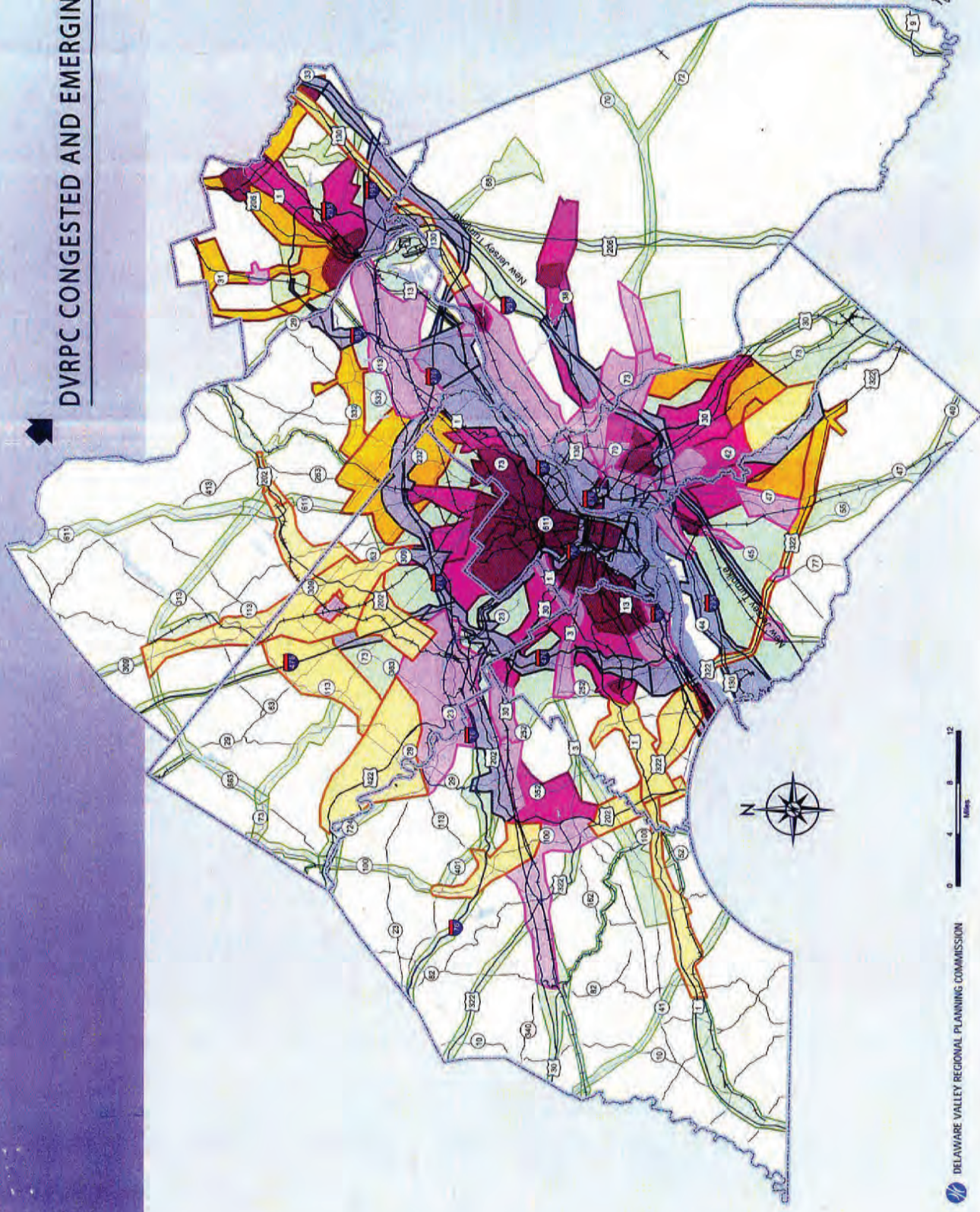
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- ▶ Technical resources useful for a range of projects, such as ongoing analysis of the effectiveness of strategies

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- ▶ CMP is required by federal regulation

# DVRPC CONGESTED AND EMERGING CORRIDORS



- EMERGING / REGIONAL CORRIDORS
- SUBCORRIDOR TYPES**
- INTERSTATES**
- FREEWAY; FREEWAY FUNCTION; INDUSTRIAL
- DEVELOPED SUBCORRIDORS**
- GRID
- SUBURBAN NETWORK
- DEVELOPED ARTERIAL; MAIN STREET
- DEVELOPING SUBCORRIDORS**
- SUBURBAN SECONDARY
- DEVELOPING ARTERIAL; LIGHTLY DEVELOPEE

8410

# TRANSPORTATION

Exhibit ~~IV~~ IV  
(pg. 1 of 2)

## NEWTOWN TOWNSHIP TRAFFIC STUDY



# DVRPC

# YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

*Exhibit IV  
(pg. 2 of 2)*

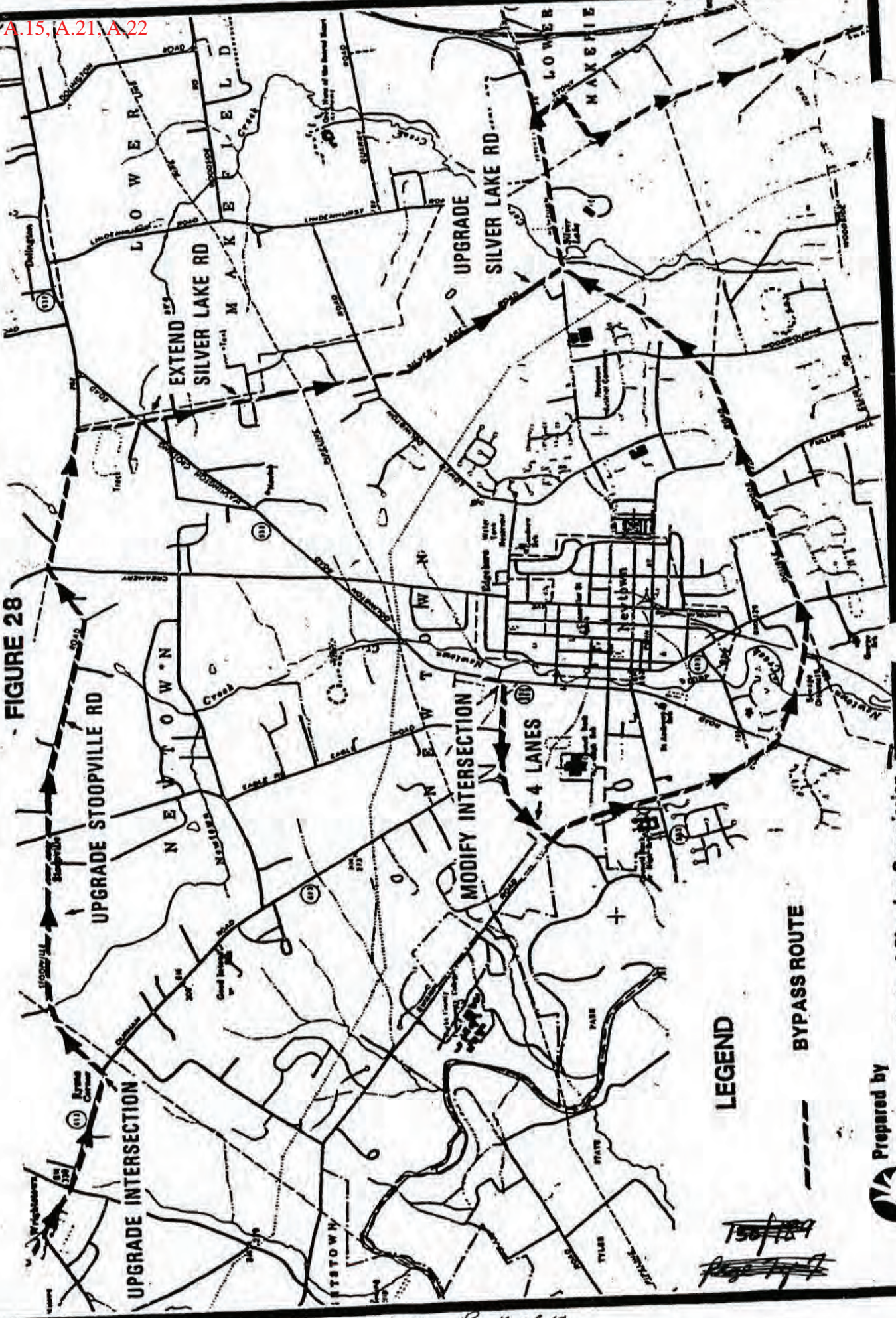


FIGURE 28

LEGEND

--- BYPASS ROUTE

Prepared by

Delaware Valley Regional Planning Commission





**SWAMP ROAD TIPS  
PUBLIC COMMENT  
DVRPC MEETING May 15, 2012**

**MPMS# 64781: Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036**

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

PUBLIC COMMENT: Swamp Road Residents group is opposed to this project and requests that it be removed from TIP. The narrow appearance of the bridge provides a traffic calming effect. It keeps the truckers from gunning down the hill on one side the bridge so that they can climb the hill on the other side at high speeds. The fact that loaded heavy trucks are permitted on the bridge is an indication that the bridge is structurally safe. The proposed TIP will lead to unsafe high speeds through the residential neighborhoods.

**MPMS# 57625: Route 232, Swamp Road Safety Improvements SR:0232**

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

PUBLIC COMMENT: Swamp Road Residents group is opposed to widening of the roadway or a left turn lane on Swamp Road on the East side of the intersection as this will encourage more and faster truck traffic through the residential neighborhoods in Newtown. We support rest of the project.

Submitted by  
Swamp Road Residents Group  
at TIP Public Meeting 5-15-12

**R.R.T.S.**  
**Residents for Regional Traffic Solutions, Inc.**  
PO Box 285  
Newtown, PA 18940  
**RRTSbucks5@aol.com**

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106


May 31, 2012

**SUBJECT:** Draft DVRPC FY 2013 Transportation Improvement Program (TIP) for Pennsylvania  
**WRITTEN TESTIMONY SUBMISSION RE. TWO (2) PROJECTS:**  
**(1) Stoopville Road Improvements – Phase 2 (MPMS# 88083)**  
**(2) Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)**

Dear Ms. Snyder,

Enclosed please find a 375-page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. regarding the **Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania.** Fed Ex will deliver this document to your office on Friday, June 1, 2012, by 10:30 AM. We would greatly appreciate written confirmation that you have received our testimony.

Sincerely,

  
Susan Herman  
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission  
Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III\*  
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division\*  
Renee Sigel; Division Administrator, Federal Highway Administration PA Division\*  
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III\*  
Barry Schoch, P.E., Secretary of Transportation  
State Transportation Commission c/o Barry Schoch, P.E.\*  
Jim Mosca, PennDOT\*  
David Kuhn, NJDOT\*  
Les Toaso; District Executive, PennDOT District 6\*  
State Representative Steve Santarsiero\*  
Diane Ellis Marsiglia, Bucks County Commissioner\*  
Lower Makefield Twp. Board of Supervisors(Messrs. Stainthorpe, Dobson, McLaughlin, Benedetto,&Ms.Tyler)\*  
Moe Sood  
Concerned Residents of Newtown (mass e-mail)  
R.R.T.S. Membership (mass e-mail)

\*Individuals received RRTS's 375-page WRITTEN TESTIMONY SUBMISSION

# **R.R.T.S.**

**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

**RRTSbucks5@aol.com**

**Draft DVRPC FY 2013 Transportation Improvement Program (TIP) for Pennsylvania**

**WRITTEN TESTIMONY SUBMISSION: May 31, 2012 # of Pages: 375 , # of Attachments: 11**

**RE: Project Names:**

- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
- (2) *Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

**OBJECTIVE:**

- 1) The project description (Attachment I) for the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) is incorrect. It describes Phase 1 of the project, which has already been completed. Residents for Regional Traffic Solutions, Inc. (RRTS) requests that the Delaware Valley Regional Planning Commission (DVRPC) correct the description of the project so that it accurately reflects what Phase 2 of the project has become in reality (described below).

The current description misrepresents what Phase 2 of the project has become in reality. On March 28, 2012, Newtown Township officials held a special meeting to solidify a NEW PLAN for Phase 2 of Stoopville Road Improvements. They redirected stimulus money intended for much-needed safety improvements along Stoopville Road in Newtown Township and applied the money to upgrading an intersection in neighboring Wrightstown Township (see Attachment II; 3/30/12 Bucks County Courier Times article titled "Officials discuss phase two of Stoopville Road project" and Advance of Bucks County article dated 4/5 – 4/11/12 titled "Stoopville Road project enters phase two").

- 2) RRTS implores the Regional Transportation Committee (RTC) and the DVRPC Board to oppose these two projects: (a) Stoopville Road Improvements – Phase 2 project (MPMS# 88083) WITH THE DESCRIPTION CORRECTED AS REQUESTED ABOVE and (b) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek project (MPMS# 64781).

These are expansion projects that will exacerbate an already volatile public safety issue that exists on Stoopville, Lindenhurst, and Swamp Roads. With great disregard for the safety of residents and travelers along these roads, the DVRPC and certain politicians continue their quest to construct an expressway in bits and pieces along Stoopville, Lindenhurst, and Swamp Roads. The expressway will connect Interstate 78 to Interstate 95. In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: (a) one

that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and (b) one that runs along Swamp Road. **It is wrong to construct an expressway here.** The dangerous traffic conditions that already exist along these roads [as a result of the **high volume of heavy truck traffic coming from four (4) Swamp Road quarries**] has been well-documented, both in writing and in the public forum.

- On May 15, 2012, RRTS presented Oral Testimony to the DVRPC in opposition to the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) and the Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek project (MPMS# 64781 ) and asked the RTC and DVRPC Board to oppose these projects. RRTS also asked that the description of the Stoopville project be corrected, since it misrepresents what is happening in reality (see Oral Testimony, Attachment III). Upon completion of the testimony, Elizabeth Schoonmaker (DVRPC Manager – Office of Capital Programs) publicly told the speaker that the description of the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) would be corrected. On May 15, 2012, the Swamp Road Residents Group also presented Oral Testimony to the DVRPC in opposition to the Swamp Road/ Pennswood Road Bridge Over Branch of the Neshaminy Creek project (MPMS# 64781).
- Attachment IV is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force **RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting.** (State Representatives David Steil and Scott Petri were Co-Chairs of the RTPTF.) The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads.
- Attachment V is RRTS's **6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: Stoopville Road Rehabilitation Project.** Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled BYPASSING THE BYPASS that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods.

#### **SUMMARY:**

- The speaker who gave Oral Testimony on May 15, 2012 represented Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.
- Newtown Township officials have abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the Original Phase 2 plan for Stoopville Road Improvements. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road.

Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in *Phase I of Stoopville Road Improvements*, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries.

- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.
- Instead, Newtown Township officials have redirected the stimulus money to upgrade and expand an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the upgrade of this intersection as, per the DVRPC's *1988 Newtown Township Traffic Study*, this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. This North/South expressway is also known as the "Northern Bypass".
- **In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County, who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life throughout our region.**
- In the DVRPC's published study titled *1988 Newtown Township Traffic Study*, there will be two (2) southern ends of the expressway: (a) one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and (b) one that runs along Swamp Road. The map on page 6 of Attachment III is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- The map on page 8 of Attachment III is a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled **EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS**. The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "Emerging/ Regional Corridor".
- In the DVRPC's *1988 Newtown Township Traffic Study*, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown

Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "**Northern Bypass Alternative**":

(a) **Page #61** (see page 10, Attachment III) is a map titled "**Year 2000 Highway Network Northern Bypass Scenario**". This map is relevant today, as it is customary for the DVRPC to do 25-year Long Range Planning. The map shows the Northern Bypass as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development, the Northern Bypass would run along Lindenhurst Road rather than an extended Upper Silver Lake Road. **Note the upgraded intersection at Stoopville Road and Route 413 (Durham Road).**

(b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

*Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.*

However, **the Swamp Road project that RRTS IS OPPOSING** in the FY2013 Pennsylvania TIP, (MPMS# 64781) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036, **is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Road.**

(c) **Page #64** states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."

(d) **Page #60** states, "Level of service on...Durham Road [Route 413] will be a function of the signalized intersections."

(e) **Page #73** states,

"Highway Improvement Program,

Five Year Plan

Durham Road/ Stoopville Road Turn Lane & Signalization"

**Note that these are the improvements being done in reality in Phase 2 of the Stoopville Road Improvements Project.**

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the Northern Bypass along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. **Today, because of development, the Northern Bypass would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways.** (To view the points of access, see the Traffic Flow Map on page 11, Attachment V.)

- In 2007/2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "Northern Bypass" can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Letter to the Editor titled "Don't scoff at better, modern roundabouts", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment VI)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VII)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.
  - (a) At the first RTPTF meeting on 6/17/04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment IV: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero **RE: RTPTF/ Southeastern Bucks League of Municipalities – Request for separate meeting dates and formal minutes**).
  - (b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VIII, "**Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting**"). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment V).

- (c) After four (4) years of RTPTF meetings [at a cost to taxpayers of four hundred thousand dollars (\$400,000)], the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the Northern Bypass and the North/South expressway to connect Interstate-78 to Interstate-95.
- (d) The DVRPC mishandled the publication of the BCRTS, neglecting to (a) take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and (b) neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment IV: 12/10/07 letter from RRTS to Barry Seymour **RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.**)
- (e) Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment IX , 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, **SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) – Copies of Municipal/ Task Force Correspondence.** This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report **and** is properly labeled with the DVRPC's logo [see pages 91-92, Attachment IV: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne **SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum**]. A picture of the CD-ROM label *without the DVRPC logo* can be found in Attachment X, along with Barry Seymour's 3/5/08 letter to RRTS **Re: BCRTS Report Addendum.**

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study(BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment XI is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "**Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report**". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."



Item ID# A.15, A.21, A.22

Note: There is a 375 page package of attachments on hand at DVRPC for review.

Item ID# A.17, A.18

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** River Road Bridge Over Tohickon Creek

**MPMS ID:** 69912

**Comment:**

The Point Pleasant bridge is the largest single historical structure within the National Register district of Point Pleasant. It is in close proximity and clear visual range of the NHL Delaware Division PA canal and the recently restored wooden Burr truss aqueduct. It is adjacent a township park and the Tohickon Creek waterway is frequently used in this section by kayakers and outdoor enthusiasts. The current bridge abutments incorporate the historic stone wall supports for the previous bridge crossings at this site that date back to ca. 1740's. In particular the large stone wall in the West quadrant is highly visible from the township park. The bridge is significant as a late ca. 1921 example of the large concrete arch bridges designed by premier Bucks county architect & engineer AO Martin. It is important to serve as a compare and contrast with Martin's earlier concrete arch bridges, for exterior design, scale surface treatment and internal engineering. The current bridge carries two-lanes of traffic without weight restrictions or stop signs. I request renewed and thorough studies to clarify any deficiencies and a thorough investigation of solutions incorporating the restoration of the bridge. This can include the installation of a cantilevered pedestrian walkway outside the road way and parapet walls. such a design would increase the traveling lane width and provide greater protection to pedestrians. The bridge is viewed from many locations, both above and underneath, as well as from the south approaching hill. As such the scale of the bridge is critical to maintain close to its existing size in order to be compatible with the surrounding historical buildings and landscape. Proper research and documentation of the bridge and its predecessors needs to be done as a part of the preservation of the stone abutment walls that chronicle historical activity. This location near the mouth of the Tohickon has been a known Native American habitation site. Rehabilitation would minimize impact to the surrounding archaeologically sensitive landscape and would be most compatible with the Delaware Wild & Scenic status as well as the visual impact to the Nat. Hist. Landmark canal adjacent. I request to be a consulting party to this project.

Comment ID: 144

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.19**

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** Mill Road Bridge Over Neshaminy Creek

**MPMS ID:** 80056

**Comment:**

this bridge is significant as an early long span iron truss bridge and as a part of a significant collection of historical bridges that cross the Neshaminy Creek. It is adjacent park and preserved agricultural land and is a popular recreation destination. The route 263 highway bridge provides adequate alternative for any heavy traffic. This very significant engineering masterpiece can be rehabilitated. I would like to be a consulting party to this rehabilitation.

Comment ID: 148

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.20**

**Name:** Kathryn Auerbach

**County:** Bucks County

**Project Title:** PA 611 Bridge Over Cooks Creek

**MPMS ID:** 86860

**Comment:**

The route 611 bridge, while not historic, is placed directly adjacent a very historic open spandrel arch deck girder bridge ca. 1913 designed by Bucks Co. premier architect & engineer AO Martin. It is a significant representation of his work and of early concrete bridge engineering. It is part of a significant collection of historical bridges that cross the Cooks Creek in Durham & Springfield townships. The location is very close to the NHL Delaware Canal and the site of the 19th c Durham Iron furnace and the geologically significant Durham Cave (limestone). Any proposed work must not impact these resources in any way. I wish to be a consulting party on any 106 or other meetings.

Comment ID: 134

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.23**

**Name:** Gene Alpert

**County:** Bucks County

**Project Title:** General Comment

**Comment:**

Please consider the riders of the West Trenton (R3) line. I am a resident of Holland, PA and the West Trenton line is my closest access to public transit into the city. The distance and parking situation is prohibitive for me to use it on any kind of regular basis. I, request that you re-examine the viability of the old Newtown rail for re-establishing service. There is ultimately a great deal of ridership just waiting for this improvement - the large communities of Richboro, Holland, and Newtown would benefit directly. Thank You. Gene Alpert 215-253-7662

Comment ID: 114

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.24**

**Name:** A. Roy Smith

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 83

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**Item ID# A.25**

**Name:** Ann Jones

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

The bridge was perfectly adequate for the amount of traffic it serves and does not need to be enlarged.

Comment ID: 53

**Public Comment Form  
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**Item ID# A.26**

**Name:** C.Giordano

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

I would prefer to see the Bridge repaired, as to maintain its original design and charm befitting this rural community.

Comment ID: 113



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**Item ID# A.27**

**Name:** Carol Taylor

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

As a resident of Chester County, I am opposed to the plans for this bridge. A two lane replacement of this single lane bridge is out of character for the type of road and surroundings. This is an historic bridge, and has an historic designation. The cost to replace the bridge is a waste of tax payer money compared to rehabbing the bridge as a single lane bridge, which I understand is a viable option.

Comment ID: 59

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.28**

**Name:** Catherine Ledyard

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 79

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**Item ID# A.29**

**Name:** David Hawk

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

The current plans are a waste of scarce taxpayer money. The much more economical idea of rehabbing the current bridge and maintaining its current one-lane configuration should be done instead. Traffic demands do not require multiple lanes, and the community would prefer the historic appearance of the current bridge.

Comment ID: 158

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.30**

**Name:** Frances DeMillion

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

I am NOT in favor of the full Replacement of the Historic Chandler Mill Bridge in Kennett Township. I am in favor of the ONE\_WAY rehabilitation plan. Our community is adamantly in favor of keeping the historic character and pristine character of this area. while correcting the issue of safety as well as expediting the opening of the bridge for public use It will also save taxpayers a million dollars of extra expense for this project.

Comment ID: 65

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.31**

**Name:** Gary Cannon

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

The issue here is the disconnect between governmental agencies. If the State would consider the impact this project will have on the the people who live around this bridge, the dramatic reduction in safety, other options would be evaluated more seriously.

Comment ID: 101

Item ID# A.32

**Name:** Gwendolyn M. Lacy, Esq.

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

The Chester County owned, Chandler Mill Bridge No. 236, is an historic bridge listed on the National Register. For over 100 years it has served as a traffic calming devise with an impeccable safety record. For the past seven years residents, engineers, and various township representatives have advocated for a one lane rehab as opposed to a replacement. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, expedite the reopening of the bridge, and retain the historic features of the bridge, so desired by the community. Among other things, a rehab is feasible and warranted and will be safer and more cost effective, saving taxpayers up to \$1 million or more over a two lane replacement. The Chandler Mill Bridge is located within Kennett's largest contiguous conservation corridor with over 400 acres of conserved lands, an educational preserve, historic landmarks, and public trails for walking, biking, and equestrian use along the Chandler Mill Road. In addition, the bridge is a contributing element to the proposed Red Clay Valley Byway, the Bucktoe Historic District, the Red Clay Greenway Trail and part of the Chester County Planning Commission's recommended bikeway network. Summation: TLC favors rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage. Standing: The Land Conservancy for Southern Chester County: • Raised over 5 million dollars in state, county, township and private funding to create the largest contiguous conservation corridor in Kennett Township • Holds conservation easements on the lands directly adjacent to and in close proximity to the bridge • Partners with the adjacent Bucktoe Creek Preserve for our environmental education programming • Was instrumental in securing National Register status for the bridge • Is spearheading the adjacent Red Clay Greenway Trail-a 10 mile loop trail from Kennett Borough to the State of Delaware parklands and TLC conserved lands along the east and west branches of the Red Clay Creek • Is a member of the Steering Committee for the Red Clay Valley Scenic Byway (Chandler Mill and Bucktoe Roads) • Is a Registered Section 106 Consulting Party for this project Thank you for your time and attention to this project.

Comment ID: 160

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.33**

**Name:** Hillary Jones

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

PLEASE do not replace this bridge, CLOSE it to vehile traffic PERMANANTLY. If you make it a pedestrain bridge you will save the tax payers a ton of \$\$ and make the local community so very delighted. Our road has become a fantastic place for families, dogs, bikers, birders, hikers, I don't know why you'd ever want to get the bridge working for vehiles again..it's such a better community without all the traffic. Replacing the bridge is just not prudent, if necessary you could rehab the bridge but why not save the taxpayer \$\$.

Comment ID: 164

**Public Comment Form  
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**Item ID# A.34**

**Name:** Hugh Lofting

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

The Chandler Mill Bridge should be removed from the TIP #14251 and replaced with a one lane rehabilitation bridge. We must stop increasing the sizes of the bridges in Chester County. It makes for higher speeds for automobiles thus making it more dangerous for those who are enjoying the historic, scenic and nature enhancements of this area. Please keep the costs down and the quality of life high.

Comment ID: 66



Item ID# A.35

**Name:** Hunt Bartine

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be modified for TIP #14251 and a one lane rehabilitation or simplified replacement plan substituted. A design/build deck project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. Alternatively a replacement with a one lane bridge in keeping with the historic attributes of the contiguous and immediately surrounding area may be a reasonable alternative. Designs similar to the Northbrook, Marshall Bridge Rd or Unionville Mill Road bridges could be considered.

Comment ID: 156

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.36**

**Name:** Jake Chalfin

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. Sincerely Jake Chalfin

Comment ID: 68

Item ID# A.37

**Name:** Jane Dorchester

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans to replace Chandler Mill Bridge should be removed from TIP #14251 and a one lane rehabilitation plan substituted. This bridge is the only through girder bridge left in Kennett Township which has retained its historic integrity. Therefore, it helps to define Kennett's historic character and makes an important contribution to Kennett's historic fabric. Rehabilitation is doable and will be safer and more cost effective for taxpayers. A two-lane replacement will cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable, especially in this era of fiscal belt-tightening and continual demands for "smaller government".

Comment ID: 60

Item ID# A.38

**Name:** Jessie Cocks

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

I used to live on Chandler Mill Road and always took walks to the bridge. It is a unique, historic bridge. Plans for replacement of the Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 54

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**Item ID# A.39**

**Name:** Joan Bristol

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 61

Item ID# A.40

**Name:** John and Lucie Wilkens

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Ladies/Gentlemen, The Chandler Mill Bridge (project 14251) deserves special attention to maintain its small size as a key to an environmental, recreational gem in Kennett Township, while at the same time saving taxpayers over one million dollars. We strongly recommend maintaining the one-lane structure of the bridge. Not only does the nature of the bridge enhance the local scene, but its configuration assures that traffic is slow and deliberate. Over the 30 years we have lived here we have seen how it actually brings out courtesy in drivers as they safely wave one another across the bridge. The fact that these benefits can be obtained with a restoration that saves over one million dollars vs. a replacement is a bonus to all involved. The increase in traffic flow and speed that would result from a modern replacement bridge would destroy the peaceful nature of Chandler Mill Road as it winds along the Red Clay Creek "something people greatly enjoy. Actually, the lengthy closure of the bridge has had a remarkable effect on people's enjoyment of this beautiful Red Clay Creek area, with greatly increased pedestrian and bicycle activity along this scenic route. With the completion of the conservation preserve along the stream, the bridge area will become an important focal point and pedestrian area. Based on the positive activities that have evolved since the bridge closure it would be reasonable to designate the bridge as a pedestrian/bicycle-only passage. In summary, we favor rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage. Standing: Our house faces Chandler Mill Road, the third house upstream from the bridge, with a view of the bridge from our property. We are a Registered Section 106 Consulting Party for this project. Sincerely, John and Lucie Wilkens 138 Round Hill Road Kennett Square, PA 19348-2608 610-444-3242

Comment ID: 102

Item ID# A.41

**Name:** Julia Gardner

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 139

**Public Comment Form**  
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**Item ID# A.42**

**Name:** Karen Rubin

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

I support a one lane rehabilitation of this bridge. This is a safer and more cost effective plan for this historic bridge.

Comment ID: 51



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**Item ID# A.43**

**Name:** Kerry Landis

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

I am writing concerning the Bridge replacement over Chandler Mill Bridge. I would like to comment that a bridge should not be refurbished and cost tax-payers in the township money to satisfy a few wealthy individuals that have enough money to hire a few organizations to fight for them. I feel that a decision should be made that will benefit the entire township, and all of the tax payers, not a few individuals. I hope a decision will be made that makes sense for everyone financially. Not that many people enjoy the benefits of that road, since the purpose of those fighting against it is to have their own private parkway.

Comment ID: 172

**Public Comment Form**  
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**Item ID# A.44**

**Name:** Mark St. Clair

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

As a resident of Kennett Square and prior to closure used the Chandler Mill bridge nearly daily, I would like to see the bridge replaced with a new proposed two lane bridge. The old bridge is out dated and certainly not of historical significance. I is rediculous that it has taken 7 years to resolve this issue at the inconvenience of the residents that use this road. Please lets upgrade this infrastructure as soon as possible. I must add that SAVE does not represent the residents of this area. Thanks, Mark

Comment ID: 69

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**Item ID# A.45**

**Name:** Martha Straus

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 64

**Public Comment Form**  
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**Item ID# A.46, A.47**

**Name:** Mary Sue Boyle

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

It is clearly obvious that the neighbors and historic entities have demonstrated a very strong interest in the total restoration of this bridge. Under the guidelines of Section 106 the public outcry demonstrates the need for a restoration of this important historic bridge. I am a party to the proceeding and await information from PennDOT relative to formal comment on the bridge Mary Sue Boyle

Comment ID: 70

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.48**

**Name:** Michael Leja

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 49

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**Item ID# A.49**

**Name:** Nina H. Gardner

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

BRID

Comment ID: 77

**Public Comment Form  
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**Item ID# A.50**

**Name:** Nina H. Gardner

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Bridge should be repaired, not replaced.

Comment ID: 78

**Public Comment Form  
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**Item ID# A.51, A.52**

**Name:** Phoebe Brokaw

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

A two lane bridge construction plan for the Chandler Mill Road Bridge over the west branch of the Red Clay Creek is unacceptable and fiscally irresponsible. It would require tax payers to contribute too much money for unnecessary construction and destroy a unique, historical attraction. The one lane rehabilitation plan will expedite the bridge's opening, preserve its historical aesthetic and be more economic - all extremely important to the community. Do not allow the two lane construction plan to carry through.

Comment ID: 165



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**Item ID# A.53**

**Name:** R A StClair

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Please proceed with plans to REPLACE the Chandler Mill Bridge. Dispite additional time and cost, replacement is a much better option than a rehab of the old structure. (you will probably receive several comments for rehab that look almost identical - they will have come from a mass email SAVE distributed. Please realize many of these people are not part of the Kennett community and do not represent what the locals want)

Comment ID: 67

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**Item ID# A.54**

**Name:** R.F Voldstad

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Replacement of the historic Chandler Mill Bridge should not be part of TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 55

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**Item ID# A.55**

**Name:** Rebecca Mitchell

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable

Comment ID: 103

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**Item ID# A.56**

**Name:** Robert Wilson

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

We have resided on the corner of Chandler Mill Rd. and Round Hill Rd. for many years. We are approximately 300 yds north of the bridge facing the Red Clay Creek. We favor the rehab approach to the bridge so as to maintain its aesthetic appeal, historical significance and traffic buffering capabilities. It would be a loss to the Chandler Mill area to have the bridge replaced by a more modernized, traffic intense version - and apparently more costly than the rehab possibility.

Comment ID: 133

Item ID# A.57

**Name:** S.A.V.E.

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 140

Item ID# A.58

**Name:** Steve F

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

SAVE does not have the best interests of ALL the County residents in mind relative to the safety of the Chandler Mill Bridge. In their own words, this is an area where many people use the bridge for hiking, walking/sightseeing. A one-lane 16-foot wide bridge with auto traffic is hardly conducive to this use. It is unsafe as a motored vehicle crossing because it is over 100-years old in design, fracture critical and structurally deficient. Site distances are poor on both westerly approaches and teh many have to back off the bridge when an oncoming car is already n the bridge. (personal experience!) Relative to finances, a new bridge would not cost a \$1,000,000 more and if the bridge is rehabilitated it would have to be rehabbed again within the life span of a new bridge, thus invoking more cost at a higher rrate in the future. Finally, in PennDOT's own regulatrions bridges are not traffic calming devices. SAVE is only worried about their own self interests about protecting their rural atmosphere. There supportets moved into the area and are now doing everything in their power to prevent further development or improvements. There is a silent majority that does not want what SAVE wants but assumes that PennDOT and DVRPC will do the right thing and ignore an organization that wants to move the conty back into the 18th Century. From an econmics standpoint

Comment ID: 52

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**Item ID# A.59**

**Name:** Thomas Zunino

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 74

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**Item ID# A.60**

**Name:** Timothy Jones

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. I have lived adjacent to the bridge for the past 14 years. The history and beauty of the current bridge should remain as an inspiration to preserve the tranquility of Chester County; There are no safety issues and there have never been any surrounding this bridge; A rehab is the preferred outcome by all involved; Constructing a new wider bridge will allow heavier and larger trucks to traverse an already narrow road.

Comment ID: 80



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**Item ID# A.61**

**Name:** Wilson Braun

**County:** Chester County

**Project Title:** Chandler Mill Road Bridge Over West Branch of Red Clay Creek

**MPMS ID:** 14251

**Comment:**

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 81

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**Item ID# A.62**

**Name:** Martha D Straus, RLA

**County:** Chester County

**Project Title:** Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek

**MPMS ID:** 14351

**Comment:**

Please make sure that final plans for the bridge include sensitive restoration of the disturbed areas of the Big Elk Creek. The bank stabilization at the bridge upstream included a sloppy installation of erosion-control netting and riprap. The netting has not biodegraded, is unsightly, and is a hazard to wildlife and people.

Comment ID: 30

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**Item ID# A.63**

**Name:** Stephen T. Sullins

**County:** Chester County

**Project Title:** Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line

**MPMS ID:** 14354

**Comment:**

The Borough of Downingtown respectfully requests that the Chestnut Street Bridge over Amtrak/Septa R5 Rail Line Project remain unchanged on the proposed draft 2013 TIP. 2014 is a reasonable time estimate to complete all related work associated with this project. This project began in 1989! The local match is in place, right-of-way has and is in the process of being acquired and the final comments are being addressed. The bridge is currently closed due to structural defects and the Borough will be spending approximately \$90,000.00 in unbudgeted funds to temporarily reopen the bridge. It is an estimated two year repair only. Please consider our request to not further delay the project construction funding. Stephen T. Sullins Downingtown Borough Manager

Comment ID: 112

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**Item ID# A.64**

**Name:** Aileen Elliott

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Having been the near victim of egregious driving at the intersection of PA Route 41 and PA Rt 926 on a number of occasions over the past four and a half years, and having gone on record with PennDot, the State Police, Londonderry Township and S.A.V.E. in March 2012, and subsequently with the State Police and S.A.V.E. today, I am happy to submit the following comment: The intersection of Route 41 and Route 926 is extremely dangerous; its configuration invites reckless, thoughtless, arrogant and dangerous driving and there are too many drivers who fit those descriptions. I have witnessed, time out of number, appalling driving at the intersection over the four and a half years I have lived in New Daleville. I use the intersection at least four times daily. The best solution to the problem is the construction of a roundabout (traffic circle) which will force drivers to slow down and obey the rules of the road. As I said in my previous correspondence, I hope it will not take a tragedy and loss of life at the intersection to concentrate people's minds and get the job done.

Comment ID: 166

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**Item ID# A.65, A.66**

**Name:** Allison McCool

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Hello. Please pay attention to comments from the community! We need to get this project done right! PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Public comments are IMPORTANT. Please listen. Thank you.

Comment ID: 48

Item ID# A.67

**Name:** Anna Coyne

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Thank you, Anna E. Coyne

Comment ID: 31

Item ID# A.71, A.68, A.72, A.70, A.69

**Name:** Anthony Vietri

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Greetings, Our family has lived and conducted our business on what has become state highway 41, about 200 yards north of Penn Green Road, New Garden Township, since the 1920's. We have strived greatly to be good neighbors, and to create something that the community can be proud of. Our family business, which grows rare varieties of grapes and sells wine directly to the public for the past 10 years, has been nationally recognized. We are now the fourth generation to farm this site, and our land is proudly part of the agricultural security district. Here is our website: [www.valavineyards.com](http://www.valavineyards.com) In terms of measures needed that will satisfactorily address the many concerns and interests involved in Rt 41, we leave that to the planners and our local government, and limit the scope of our comments here to our specific situation. Over the decades, we have lost road front property to expansion and progress, to the point where 41 has now encroached to just feet away from our family home, and the house that my great grandfather built. So, as people who live and conduct our business on this road, may we respectfully say that we are acutely aware of the issues being caused. Dishes rattling in our shelves, cracks appearing in our foundations, the contents of truck beds littering our property, brake retarders robbing us of sleep nightly, are just part of the escalating and degrading situation we face on a daily basis. While there are serious health, safety, and quality of life concerns, as well as, environmental ones, perhaps most pressing involves the difficulty in our gaining safe access and exit from our property. It has reached the point where our families and clients face grave danger trying to enter and leave our homes and business in a vehicle. The safety of our families, our employees, and clients who must also use this route every day, is a particular situation that has reached a crisis point. For our own business, it is extremely difficult for northbound folks to make their turn into our winery because of the speed of traffic in front -- and behind them. And so this applies to our trying to access our home. In terms of measures needed that will satisfactorily address the safety issues, we propose the following: 1. Reduce speed along 41 between Penn Green Road ( a major accident prone intersection ) and the borough of Avondale. The particular portion of the 41 corridor that we reside in, contains an unusual mix of uses -- residential, industrial, light industrial, agricultural, and commercial. All of these are active uses, with folks needing access and egress from these sites many times daily, the act of which has increasingly become more dangerous. There needs to be an earlier and softer transition in speed limit from the relatively open stretch of 41 south of Penn Green, to the more densely populated zone of Avondale. The speed limit currently in place is no longer viable and part of the main reason that the stretch is particularly in jeopardy to major and minor rear-end collisions. Reducing the speed limit will greatly mitigate the danger for folks who need to turn into various businesses and homes, and save lives. 2. As was done a couple of hundred yards south of us, create a single center lane so that folks heading north on 41 attempting to enter our business can safely 'get out of the line of fire' to make a left turn without fear of a 65 foot long tractor trailer, or the fully-loaded dump trucks from compost plants and quarries, slamming into them. This spot we occupy contains a working farm, an active business, and our homes. It is important that safe access be given to ourselves, our employees, and our clients. 3. Address the brake retarder issue by prohibiting them in this stretch of road. 4. Place a proper curb on our stretch of road, to cut down on the erosion of our soils, and to help prevent trucks from pulling off the road and destroying our road front. We thank you for the invitation and the opportunity to bring these issues to your attention, and look forward to your reply.

Comment ID: 155

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**Item ID# A.73**

**Name:** Benson B. Martin

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

WE ARE IN DESPARATE NEED OF CALMING PROCEDURES IN CHATHAM PA AND AVONGROVE - A GREAT EXAMPLE OF A WONDERFUL TRAFFIC CALMER IS IN UNIONVILLE PA - THE SPEED AT WHICH LARGE TRUCKA AND CARS PASS THROUGH THESE AREAS IS MOST DANGEROUS AND THE CALMING DEVICES IE ROUNDABOUTS KEEP TRAFFIC FLOWING, DO NOT REQUIRE PURCHASING LARGE TRACTS OF LANE ANE ARE EFFECTIVE THANK YOU

Comment ID: 47



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**Item ID# A.74**

**Name:** Blair Fleischmann

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Would like to see more traffic calming implemented, including roundabouts as much as possible, specifically at Rt 41 & Balt Pk and at Rt 41 & Rt 926.

Comment ID: 122

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**Item ID# A.75, A.76, A.77**

**Name:** Bo Alexander

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 92

Item ID# A.78, A.79, A.80

**Name:** Londonderry Board of Supervisors

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

It is the opinion of the Londonderry Township Board of Supervisors that PA Route 41 continues to be an extremely dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. It is the opinion of the Supervisors that TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. In addition, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS #14613) should be re-instated to be used for this or other traffic calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Route 41 and Route 926 in Londonderry Township would provide a safe solution for this extremely dangerous intersection as well as provide traffic calming at a high speed section of Route 41. The Township Supervisors wish to thank you for considering their suggestions as outlined above. The Route 41 corridor is a major concern in Londonderry Township.

Comment ID: 57

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**Item ID# A.81**

**Name:** C.Giordano

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Please, make every effort to maintain the historic charm of this roadway, by installing traffic calming devices. Route 41 was never designed to be an expressway!

Comment ID: 132

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**Item ID# A.82**

**Name:** Carin Bonifacino

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

As a resident of New Garden Township I would like to see TIP MPMS 14484 revised to address safety on Route 41. I would love to see a roundabout at the intersections of Route 41 and Baltimore Pike and at the intersections of Route 41 and Route 926. Traffic calming measures in Avondale and Chatham would improve both villages greatly!! Widening the highway, in my view would just create new issues.

Comment ID: 39

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**Item ID# A.83**

**Name:** Carol Lorah Bland

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

TIP MPMS 14484 should be revised to adequately address safety concerns and future growth of the Route 41 corridor. Traffic calming should be implemented throughout.

Comment ID: 98

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**Draft FY 2013 for PA**



**Item ID# A.84**

**Name:** Cynthia Schmidt

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 is still dangerous. The widening will not adequately address safety problems. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential.

Comment ID: 20

Item ID# A.85, A.86

**Name:** Dan Linderman

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 is an incredibly dangerous road. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. This study should be revised to address the numerous safety concerns, and include innovative traffic calming methods throughout the Route 41 corridor. The communities along the entire roadway have a desire to maintain Route 41 as a rural road used to travel between neighboring communities. We do not want Route 41 to turn into another Route 1, nor have it serve as a short cut for heavy trucks to travel through to Delaware (I-95 and the Port of Wilmington). Large truck restrictions should be imposed on Route 41 that would allow only local truck deliveries to use the road, and would divert pass-through truck traffic to larger highways more suitable to such traffic. Additionally, the sprawl-based development that inevitably follows multi-lane road widening runs counter to the way these communities want to see the area maintained and developed according to their Comprehensive Plans. Studies show that widening roads with the desire to improve safety and reduce congestion actually has the inverse affect. By widening the road, this ultimately attracts more traffic to the roadway as drivers use the road more often under the assumption that the roadway can handle more traffic (a snowball effect). Additionally, drivers tend to travel at increased speeds on multi-lane roads due to the sense that these roads are just like limited access highways/interstates. Increased traffic travelling at higher speeds only increases the likelihood of serious traffic accidents. Multi-lane roads make intersections much more dangerous, as turning traffic must now cross multiple lanes of traffic. As well, intersections are forced to use traffic lights to control the flow, which increase the number of accidents, and create stops in traffic, thus creating even more congestion. Lastly, multi-lane roads have a greater negative effect on the environment than two-lane roads, due to increased congestion and increased stopped traffic where idling cars and trucks emit hazardous fumes into the air. Two-lane roads are able to support innovative traffic calming measures, such as modern roundabouts, that not only improve the flow of traffic (no more stop and go), they also significantly reduce the number and severity of accidents at intersections. Specific examples of intersections that would benefit from the implementation of modern roundabouts include the intersections at Sharp and Sheehan Roads, Newark Road, Baltimore Pike in Avondale, and PA 926. Additionally, traffic calming in Chatham Village as previously planned is essential. The \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and E Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this and/or other traffic calming projects within the Route 41 corridor. Interestingly, maintaining Route 41 as a two-lane road along with the implementation of innovative traffic calming measures would do more to solve the challenges of Route 41 at a significantly lower cost to road widening. That would be a win-win for the state, county and local communities. Please consider revising the study accordingly.

Comment ID: 157



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**Item ID# A.87**

**Name:** Danny Rosazza

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

It is a bad idea to add a traffic circle in Avondale. It would tie up traffic instead of calming it. The light at 41 and Baltimore pike has helped to regulate the increased summer traffic that flows through Avondale.

Comment ID: 34

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**Item ID# A.88**

**Name:** Dr. Betsy DeMarino

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

The proposed changes to the Route 41 corridor do not adequately provide for traffic calming elements necessary to improve the safety of this extremely dangerous corridor. Traffic calming elements have slowed traffic on route 52 in Centerville, DE, and could work here as well. The roundabout on 82 in Unionville has eliminated traffic back ups, and would be an excellent remedy for 41 at Route 1, Chatham, 926 and Route 10. Funds should be allocated for projects that will naturally slow traffic while facilitating traffic flow and safety. That's my two cents!

Comment ID: 37

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**Item ID# A.89**

**Name:** Dr.Deepak Doraiswamy

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Rte 41 renovation plans must ensure that there is not increased traffic on all side roads with increased traffic violations and hazards. Buttonwood, Newark and Broad Run roads around Somerset Lake are key concerns and speed-bumps would be a must - there is already too much speeding. There is a need for a stop sign at the intersection of Sandy's Parish and Buttonwood - there is excessive speeding and there have already been several near misses as well as accidents. The proposed Walmart construction would impose tremendous strain on the roads as well as wear and has not been adequately addresses - the PREIT/Walmart project would be severely detrimental to the local environment and road safety and should be halted as these issues have not been addressed.

Comment ID: 154

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**Item ID# A.90**

**Name:** E. Paul Wileyto

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I was prompted to comment on calming the traffic along highway 41 in Southern Chester County. All the suggestions I am seeing include road widening, road straightening. I beg to differ because all of those fixes are invitations for drivers to go faster. All your suggestions will make the road look more and more like I95. You need to look at the psychology of what makes people slow down. I am not joking when I say that you need to make the road FEEL more like a buggy path. You can even widen the road as long as you give the right visual cues that make people feel that it is a slower road. Example. Line the road with trees that create a tunnel feeling on the road. Drivers respond to that by slowing down. Paul

Comment ID: 22

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**Item ID# A.91**

**Name:** Hugh Lofting

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I would like to see PA Route 41 remain as rural as possible along its route. It is time to use modern traffic calming methods to make the roadway safe. Bigger is not always better. The use of traffic circles is a good example of keeping traffic moving while slowing down speeds in certain areas. A traffic circle at Route 41 and 926 would be a good solution to the safety of that intersection in Londonderry Township. Traffic calming methods should be implemented in the village of Chatham as previously planned.

Comment ID: 162

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**Item ID# A.92**

**Name:** Ian Brown

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 73

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.94, A.93**

**Name:** Jack E. Weber, Jr.

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

This is a major thoroughfare with a significant volume of truck traffic and requires some safety and traffic volume enhancements. (Turn lanes where applicable) While there are some rural highways that can benefit from a "roundabout" this is NOT one of them. The PennDOT reconfiguration of the Old Baltimore Pike and Rt 41 intersection is working well and should not be altered. Wherever a traffic signal is warranted, it should be a "smart" signal.

Comment ID: 45

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.95**

**Name:** Jane Dorchester

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

There should be two goals for the TIP MPMS 14484 in the village of Chatham: 1) to preserve the historic character of the village and 2) to insure the safety of both travellers through and residents of the village. Therefore, it is essential for the village of Chatham's continued existence that any traffic calming measures instituted preserve the character of the village and not encourage any future road work that could have a negative impact on that character. If that is not possible, then Route 41 needs to be rerouted around the village in such a way as to not compromise the agricultural lands in the vicinity of the village.

Comment ID: 42



**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.96**

**Name:** jason daliessio

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 adequately address safety problems. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Widening the roadway to a double-lane highway would provide the best safety for such a high volume roadway. Please reconsider widening from a single to double lane Rt. 41 in each direction with limited access and no throughway for non-local delivery trucks (or create a full-time weigh-station for both directions). In my opinion, round-a-bouts will not address the issue of over-abundent volume.

Comment ID: 44

Item ID# A.97, A.100, A.98, A.99

**Name:** Jim DiLuzio

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

As the Project Milestones list reflects, the Route 41 Improvement Project has been around for decades. Thus far it has cost taxpayers tens of millions of dollars, with very little to show for the expense. Some SAMI projects made slight improvements, but this remains an extremely dangerous highway. Sadly, so much time has passed that improvement options may have become rather limited, especially around New Garden Township and near Avondale Borough. In my opinion, Route 41 has been studied to the point of absurdity. If widening of the roadway and limited realignment are realistically the only feasible options remaining, then just get the work started and accomplished. At least do something meaningful with this roadway between the Delaware State line and Avondale, and even as far as the Kennett Oxford (Route 1) Bypass if possible. It is unacceptable that this highway, with its volume of truck and other traffic, and which I think is designated for military use if needed, has been in such poor shape for so very long. Full (simultaneous from opposite directions) left-turn phasing needs to be employed at intersections along Route 41 with roads like Newark Rd. and Penn Green Rd. It may just be a simple oversight, but Kennett Township does not seem to be listed on the current PA-41-Study information available on this part of the DVRPC web site and that should be corrected if the plan is to improve the road from the Delaware State line. Enough talk. Enough study. Please get something significant done with Route 41. Thank you for your consideration of these thoughts and comments.

Comment ID: 100

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.101**

**Name:** John Gaadt

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 27

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.102**

**Name:** Julia Gardner

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment projects for Route 41 as outlined in TIP MPMS 14484 do not adequately address safety problems and do not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 17

**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.103**

**Name:** Louis A. Kaplan

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Comments to FY 2013 TIP MPMS 14484 – PA 41 Study “Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment.” Route 41 is a dangerous roadway and PennDOT has not addressed this fundamental problem with any of their proposed alternatives. The incorporation of traffic calming elements in the highway should be a priority.

Comment ID: 175

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.104**

**Name:** Marion Waggoner

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

The proposal to add traffic circles at Chatam on Rt 41 and the intersection of Rt 41 and 926 are very poor ideas. Reasons: This would back up traffic even more due to the difficulty of large trucks in negotiating the circles and likely would not improve overall safety as a result. Further, I lived in Connecticut where traffic circles were commonplace, but they can be pretty unsafe for those not familiar with the roads and the existence of the circles. My opinion is that if the safety is unsatisfactory, then solve the issue with standard traffic lights. This also would back up traffic somewhat, but would not cause the issues with trucks and would be less likely to catch motorists unawares.

Comment ID: 63

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.105**

**Name:** Martha D Straus, RLA

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Any alternatives considered for the improvement of Rt 41 in this area MUST include traffic calming components. Vehicles must be forced to steady and slow their speed through community centers and traffic nodes - both historic and new. The highly-supported options of roundabouts at the Rt 41/Rt 926, Rt 41/Route 841 and Rt 41/Baltimore Pike intersections should once again be considered as a common-sense and cost-effective option. These intersections will become more dangerous if the selected options increase traffic speed and reduce the sensitivity of drivers to community circulation patterns.

Comment ID: 29

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.106**

**Name:** Michael Leja

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 50



**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.107**

**Name:** Mr. and Mrs. Dean Donley

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 28

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.108, A.109**

**Name:** Neha Deck

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

My son will be driving in 2 1/2 years and am very concerned about teenagers driving on Rt 41. The current traffic situation makes it dangerous for experienced adults and will be even more dangerous for inexperienced teens who are likely to not assess risks correctly. I especially would like to understand what will be done at the Route 41/Sunny Dell Road intersection. I am hoping the traffic light we have waited for for many years will finally be part of this plan. It is treacherous to make a left turn from Sunny Dell onto 41. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

Comment ID: 91

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.110**

**Name:** Nina H.Gardner

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Do NOT widen the road: employ traffic calming techniques such as traffic circles, additional turning lanes, etc. to improve safety. The speed limit of 45 mph should be enforced. Functioning Trunk Inspection Stations will also slow and decrease truck traffic.

Comment ID: 76

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.111**

**Name:** Paige Larue

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Widening this section of road is definitely not the first choice that should be considered. Installing traffic calming devices, should be made, like a roundabout, or traffic circle. PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

Comment ID: 36

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.112**

**Name:** Rebecca Mitchell

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41

Comment ID: 19

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.113**

**Name:** Rich Zimny

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

This project needed to be completed five years ago. I live just off route 7 and it is impossible to travel to Kennett Square and Oxford at rush hour especially on a Friday or Sunday Evening from the start of the summer season. The safety issues needed to be addressed to the highest standards as this roadway is the major truck route and puts passenger traffic in danger due to the proposal of inadequate shoulders and allowance for increasing truck traffic.

Comment ID: 41

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.114**

**Name:** Richard Corkran

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Dear Sirs: PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Thank you, Richard Corkran

Comment ID: 21

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.115**

**Name:** Russell Jones

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Traffic calming should be implemented throughout the Rt 41 corridor. The widening and realignment in 14484 is inadequate to deal with the safety issues. Previous plans for traffic calming in Chatham are essential and a roundabout at Rts 926 and 41 is critical Please pay attention to local concerns

Comment ID: 25



Item ID# A.116

**Name:** Sali Cosford Parker

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I live on PA Route 41 in the Borough of Avondale and can personally attest that it is a very dangerous roadway. -- We estimate the average daytime speed of vehicles traveling on PA Route 41 through the borough to be upwards of 50 mph. -- Nighttime speeds, especially after 10:00 pm and particularly among trucks, are upwards of 70 mph. -- Early morning commuter traffic travels at excessive speeds until full daylight. -- I've witnessed a number of neighborhood pets killed by vehicles traveling too fast to stop effectively. So far no children have been injured or killed, but under current traffic conditions, it is only a matter of time. -- Although there are a number of cross-walks on 41 within the borough, and although vehicles are legally obligated to yield right of way to pedestrians in cross-walks, it takes an average of 7.8 minutes to cross PA 41; stepping off the curb and into the road cuts that time to 4.3 minutes. TIP MPMS 14484 does not adequately address any of the above stated safety hazards. TIP MPMS 14484 should be revised to 1) eliminate the safety hazards threatening residents and visitors of the PA Route 41, and 2) implement essential traffic calming methods along the entire PA Route 41 corridor. Road and highway safety authorities nation-wide have a reputation for not taking action until someone - usually a child - is killed. TIP MPMS 14484 should take the lead in changing that reputation by creating safe conditions for both resident and travelers of PA Route 41.

Comment ID: 38



101 East Street Road  
Kennett Square, PA 19348  
610.925.0041  
610.925.3172 FAX  
info@savepa.org  
www.savepa.org

June 1, 2012

Comments to FY2013 TIP MPMS 14484 – PA 41 Study “Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment.”

This comment is submitted by S.A.V.E., Inc., a non-profit organization dedicated to enhancing safety on Route 41 while preserving the rural character of the Route 41 corridor.

It is S.A.V.E.’s position that the high fatality rate is the most serious problem facing Route 41 and that TIP MPMS 14484 should be reprogrammed and augmented to achieve prompt resolution of the safety issue. This should be done by implementing traffic calming throughout the corridor. S.A.V.E. further submits that \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should not have been eliminated from the 2013 TIP and should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor.

TIP MPMS 14484 refers to a planning study of Route 41 between the Delaware State Line and Route 926 (Section STY) that originated in 1993 and identified safety and future capacity as needs. Expansion of Route 41 to four travel lanes throughout the corridor, with bypasses around Avondale and Chatham, was proposed. The most recent report from this study (PennDOT 2010) recognized that there is not a “need for an end-to end four-lane improvement,” and proposes a variety of localized projects. S.A.V.E. concurs that four travel lanes are not needed but holds that the proposed projects do not address the most serious safety problem—that of fatalities.

The 2010 PennDOT study reported 11 fatalities in the study section in the five-year period 2003-2007 and noted that this fatality rate was twice that of a selection of nine similar Pennsylvania roads, and four times the overall statewide average for “similar roads” (p. 14). In the subsequent 3 years 2008-2010, four fatalities occurred between Gap and the Delaware Line. The 2010 report noted that the fatalities were “spread throughout the corridor and are not grouped at specific locations” (p. 14). It attributed the problem primarily to “excessive speed” (p. 42), pointing out that “speeds well over the posted speeds [45 mph outside the villages] are regularly recorded.”

Despite recognition of the fatality issue, the design options presented in Section 4 and evaluated in Section 5 of the 2010 PennDOT study contained no reference to any options that would slow speeds or address in any other way, the excessive fatality rate. All of the options presented in these sections were

tyed to specific intersections that, as noted above, are not the source of the fatality problem. In reference to fatalities, the report suggested only that “increased [speed limit] enforcement is probably the best solution to this problem” (p. 42), and that “Other solutions, in addition to traffic calming and gateway features in the villages should be investigated along the corridor” (p. 43). S.A.V.E. has long advocated increased enforcement, and concurs that traffic calming and gateway features should be implemented in the villages. However, S.A.V.E. notes that none of the specific recommendations of the 2010 report call for traffic calming, either in the villages or elsewhere. S.A.V.E. further submits that, in addition to the villages, traffic calming must also be applied to the road segments between the villages where the speeds are excessive and where most fatalities occur. S.A.V.E. supports the recommendation that “other solutions...should be investigated along the corridor,” but notes that the recommendation is vague and received no further mention or follow-through in the report. It thus represents a seriously inadequate response to the fatality problem.

S.A.V.E. urges that PennDOT give high priority to design and implementation of traffic calming measures throughout the corridor. Within villages, a number of traffic calming techniques are available and their efficacy has been widely demonstrated both within the United States and throughout the world. Traffic calming techniques are less commonly applied to rural, high volume, arterials roadways, but a variety of proven methods exist. These include but are not limited to, (1) roundabouts at high to moderate volume intersections, (2) visual lane narrowing, with landscaped or textured islands at low cross-volume intersections, (3) visual lane narrowing with hatched or textured median strips on open road sections between intersections, (4) visual narrowing of shoulder width, and (5) vegetative plantings along the roadway.

S.A.V.E. recommends that highest priorities be given to (1) a roundabout at the intersection of Route 41 and 926, and (2) traffic calming in the village of Chatham. The Route 926 intersection is a high crash site (Appendix D, Plate 1 of PennDOT 2010 report). Route 926 crosses Route 41 at a dangerously oblique angle. A roundabout at this intersection would both greatly improve its safety, and reduce the excessive traffic speeds (typically 60 mph or more) that characterize this location. The Board of Supervisors of Londonderry Township, where the intersection is located, is on record in support of a roundabout at this intersection and has offered to underwrite a portion of design costs. The PennDOT 2010 report dismissed the use of a roundabout at this intersection, citing vertical geometry and the “high-speed environment” (p. 44). Vertical geometry limitations have not been established by engineering analysis, nor have consultants hired by S.A.V.E. noted them as a problem. In response to an email from a Londonderry Township resident who reported a near fatal incident at the intersection, Francis Hanney, Traffic Services Manager/ADA Coordinator at PennDOT District 6, stated his support for a roundabout at this location. The “high speed environment” is not safe or legal, and S.A.V.E. recommends the roundabout as a solution. A recent investigation of 17 intersections on high-speed, high-volume U.S. highways that were converted to roundabouts between 1993 and 2006 found that with roundabouts the average injury crash frequency was reduced by 84%, average injury crash rate was reduced by 89%, angle crashes were reduced by 86%, and fatal crashes were reduced by 100% (Isebrand 2009).

Traffic calming is needed in the village of Chatham as a safety measure for both vehicles and pedestrians, as well as to reclaim the village quality of this historic community. Details of traffic calming

design will need to be developed with input from the community. A roundabout should be seriously considered but may not be necessary. S.A.V.E.'s position is that the signalization and left turn lanes

recommended by the PennDOT 2010 study will not adequately address safety needs (and may exacerbate them), will not be consistent with the historic character of the village, and may not be warranted from a capacity standpoint for many years to come.

Further, S.A.V.E. recommends against implementation of any of the other design options recommended by the PennDOT 2010 study until an objective analysis of the potential benefits of traffic calming alternatives has been made. Most of the PennDOT recommended options involve addition of turning lanes, travel lanes, and signalization, designed primarily to enhance capacity and secondarily to improve safety. The PennDOT 2010 study did not recommend a roundabout for any Route 41 intersection along the corridor and, with exception of the Route 926 intersection (discussed above), provided no rationale for rejecting roundabouts from consideration.

The benefits of roundabouts are well established. PennDOT's own Guide To Roundabouts (PennDOT 2001) cites a 51% reduction in injuries, relative to intersections with signals or two-way stop signs. More recent data show that injuries are reduced by 76% and fatalities by more than 90% (FHWA 2008, NCHRP 2010). These and other publications also point out that roundabouts have a higher capacity and reduced delays than signalized intersections. Congestion is reduced, less fuel is consumed, and less air pollution (including carbon dioxide) is produced. Intersections with roundabouts are quieter, less expensive to maintain, and safer for pedestrians.

PennDOT did propose to construct a roundabout at the intersection of Route 41 and Old Baltimore Pike with \$3.9 million allocated for Safety and Mobility Improvements (SAMI) to Route 41, and which appeared in the 2011 TIP as MPMS 14613. During the planning process, temporary traffic signals were installed at the intersection to accommodate a new shopping center. The signals have temporarily alleviated some of the safety and capacity problems at this intersection, particularly for North/South traffic, but do not provide a traffic calming element within the corridor. An analysis performed for PennDOT by Kittelson & Associates projected a 4.5-fold reduction in vehicle delays at this intersection in the year 2027 for a roundabout compared to a traffic signal. S.A.V.E. believes that the intersection is not an immediate safety concern, but maintains that this intersection will require improvement in the future. S.A.V.E. strongly objects to the removal of the SAMI funds from the Route 41 corridor. The SAMI funds were originally allocated for use in the corridor, and were not tied specifically at the Route 41-Old Baltimore Pike intersection. In fact, SAMI funded several other projects that were completed at various locations throughout the corridor. S.A.V.E. strongly urges that these funds be re-instated and recommends specifically that they fund construction of a roundabout at the dangerous intersection of Route 41 and 926 where safety is an immediate concern.

## References

FHWA 2008. Roundabouts. A safer choice. U.S. Department of Transportation Federal Highway Administration publication FHWA-SA-08-006.

Hanney, F. J. 2012. RE: Letter to State Police, Avondale, PA re:Route 41 & Route 926 Intersection. Email to Aileen Elliot, March 14, 2012.

Isebrand, H. N. 2009. Crash analysis of roundabouts at high-speed rural intersections. Transportation Research Record: Journal of the Transportation Research Board, No. 2096, Transportation Research Board, National Research Council, Washington D.C., 2009, pp. 1-7

Kittleson & Associates 2006. Report to PennDOT District 6, December 2006.

NCHRP 2010. Roundabouts: An informational guide, second edition. National Cooperative Highway Research Program and Federal Highway Administration, Report 672.

PennDOT 2001. Guide to roundabouts. Pennsylvania Department of Transportation Publication No. 414, May 2001.

PennDOT. 2010. Route 41 planning study. SR 0041, Section STY Chester County, PA. Prepared for . Pennsylvania Department of Transportation, prepared by KCI Technologies, Inc, January 12, 2010.

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.121**

**Name:** Steve

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Please ignore SAVE as a radical group trying to return PA to the 18th Century. The Route 41 upgrades are long over due and the lack of them has been contributory to many deaths on that highway, one in particular is directly attributal to SAVE's efforts to block progress of this highws upgrade. The design should be left to professionals not activists. As a taxpaying resident of the County, I don't want SAVE deciding for everyone what is appropriate for the all County citizens based on their efforts to protect their rural neighborhood. They moved there, and, in time, so will others. We need infrastucture to handle the growth.

Comment ID: 24

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.122, A.124, A.123**

**Name:** Steven C. Brown

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

The following comments are submitted by London Grove Township regarding Route 41/TIP 14484: PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. If you have questions, please let me know.

Comment ID: 169

**Public Comment Form  
Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.125**

**Name:** Steven Siepser

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

Route 41 needs design changes to calm and slow traffic. Roundabouts and design can have a very calming and slowing of traffic making it more orderly. The fine engineers who help keep our roads safe might also consider the unique characteristics of this part of Chester County. In reality the 40,000 acres of protected lands represent a "green belt" of sorts, something never really effectively done in the United States. Green Belts have an enormous effect of diffusing traffic concentrations by allowing relatively quick transit due to little additional traffic from the area. The centripetal force of concentric development leads to almost unsurmountable traffic problems, visit LA for starters. If we limit the traffic flow accross green belts and continue to improve the 95 corridor and the thruway access this area will be preserved in a unique way and also limit the effect of concentric development and traffic problems throughout the Delaware Valley.

Comment ID: 26



**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.126**

**Name:** Teri Dignazio

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I am very concerned with the Route 41 Corridor. After all these years still a dangerous stretch of highway. The widening and limited realignment of Rte 41 as outlined in TIP MPMS a14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns.

Comment ID: 159

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.127**

**Name:** Thomas Zunino

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I feel that PA Route 41 remains a dangerous roadway. In my opinion the widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems on this roadway and does not incorporate modern traffic calming techniques. Please reconsider changing the plan to best improve the safety of this highway.

Comment ID: 33

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.128**

**Name:** Timothy Gardner

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

TIP MPMS 14484 should be revised to address safety concerns. Well proven traffic calming measures, not speed-enabling alterations such as widening and limited realignment, should be implemented as was previously agreed to by PennDOT. The \$3.9 million fund previously slated for construction of a roundabout at Route 41 and Old Baltimore Pike should be reinstated. In addition, traffic calming in Chatham Village as previously agreed upon must be reinstated. Finally, the Route 41 and 926 intersection is very dangerous and needs to be improved with a roundabout, not by simply widening the roadway.

Comment ID: 90

Item ID# A.129

**Name:** Virginia Reef

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 18

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.131, A.130**

**Name:** WB Dixon Stroud Jr

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

The proposed widening and realignment outlined in TIP MPMS 14484 does not adequately address safety and traffic calming. Also please reinstate 2011 TIP MP MS# 14613, consider traffic calming in Chatham Village, and consider a round about at the dangerous intersection of Routes 926 and 41.

Comment ID: 168

**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.132**

**Name:** Wendy B.

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

I welcome any real improvement to Rt. 41. It badly needs one of the following 1) to be rerouted somewhere entirely, 2) Have the current Rt 41 be a one way street and build a road for the opposing traffic somewhere else, 3) Be at least a 3-lane road along the whole stretch.

Comment ID: 40

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.133**

**Name:** Wendy Walker

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 23

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.134**

**Name:** Wilson Braun

**County:** Chester County

**Project Title:** PA 41 Study

**MPMS ID:** 14484

**Comment:**

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 82



**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.135**

**Name:** Kristin Boldaz

**County:** Chester County

**Project Title:** PA 100, Shoen Road to Gordon Drive (02L)

**MPMS ID:** 14515

**Comment:**

Regarding the Route 100 Widening Project, SR 0100, Section 02L, MPMS # 14515: On behalf of Uwchlan Township, please accept this as a formal request to create a Utility Relocation Phase for this project on the TIP and transfer \$100,000 from the Construction Phase into the new Utility Relocation Phase. If you have any questions on this request, please contact Doug Hanley, Uwchlan Township Manager, at 610-363-9450 or dhanley@uwchlan.com. Thank you, Kristin Boldaz

Comment ID: 120

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.136**

**Name:** Doug Hanley

**County:** Chester County

**Project Title:** PA 100, Shoen Road to Gordon Drive (02L)

**MPMS ID:** 14515

**Comment:**

Please transfer \$100,000 from the Construction Phase and put in the Utility Relocation Phase.

Comment ID: 62

May 14, 2011

Mr. Doug Hanley, Manager  
Uwchlan Township  
715 North Ship Road  
Exton, PA 19341

**RE: 2012 Chester County  
Transportation Improvements Inventory**

Dear Doug:


As requested, we have reviewed DVRPC's notification to the Chester County Planning Commission's May 9, 2012 notification regarding the Draft FY2013 TIP review. As indicated, the FY 2013 TIP indicates that the SR 0100, Section 02L project is identified as a current project in the financial pipeline within the next four years.

It is intended to keep this project on the TIP to see it completed. Additional projects that we've requested the County to place on the record include those noted in the attached County Project Update Form which can be submitted to the Chester County Planning Commission as requested.

If you have any further questions or need additional information, please do not hesitate to contact me at (610) 407-9700.

Sincerely,

**ORTH-RODGERS & ASSOCIATES, INC.**



DEAN J. KAISER, PE, PTOE  
Director of Pennsylvania  
Traffic Signal Operations

F:\Uwchlan\_Twp\Planning Commission\05-14-12 Uwchlan-CCPC.doc

cc: Kristen Boldaz – EB Walsh

MCD: 

### Existing Projects Update Form - TII 2012

TII #	Project Name	Project Type	Project Status	Design Cost	ROW/Utility Cost	Construction Cost	Anticipated Start of Construction				Municipal Prioritization			
							1-4 yrs	5-8 yrs	9-12 yrs	TBD	Low	Med	High	
<b>TII 2009 Projects</b>														
MCF 10	PA 100: SHOEN RD TO WELSH POOL RD	ADD THRU LANES BY DIRECTION	Active/Underway	Costs to be acquired from TIP or other source			X							X
PTC 3	PA TURNPIKE: PA 29 TO DOWNINGTOWN	WIDEN TO SIX LANES	Inactive - Keep	5,700,000	1,250,000	103,000,000							X	
PTC 4	PA TURNPIKE SLIP RAMP AT PA 113	CONSTRUCT SLIP RAMP	Inactive - Keep	1,000,000	500,000	6,000,000				X			X	
BP 9	UWCHLAN TRAIL: LIONVILLE AREA	CONSTRUCT BIKEWAY	Active/Underway	Costs to be acquired from TIP or other source										X
MB 16	DOWLIN FORGE RD OVER SHAMONA CK	REHABILITATION	Inactive - Keep	50,000	50,000	300,000							X	
RW 5	PA 113: EAGLEVIEW TO HAMPTON DRIVEWAY	ADD CENTER TURN LANE	Inactive - Keep	750,000	350,000	1,500,000							X	
RW 21	PA 113: PECK RD TO WOODMONT DR	CAPACITY	Inactive - Keep	250,000	100,000	2,000,000								X
RW 23	WHITFORD RD IN UWCHLAN TWP	TURN LANES/SAFETY/RECONSTRUCT	Inactive - Keep	300,000	100,000	2,000,000							X	
INT 112	NEWCOMEN RD @ SHIP RD	ADD TURN LANE/SIGNALIZATION	Inactive - Keep	40,000	15,000	300,000							X	
--	WHITFORD/DEVON DR SIGNALIZATION	NEW TRAFFIC SIGNAL/CAPACITY	Inactive - Keep	30,000	0	175,000		X					X	
--	NB RT 100 JUGHANDLE - SHEREE BLVD	NEW JUGHANDLE/CAPACITY	Inactive - Keep	100,000	50,000	350,000		X					X	

**INSTRUCTIONS:**

**Project Status** -- Please indicate the project's current status as: Active/Underway, Inactive - Keep (on TII), Inactive - Remove (from TII), or Completed - Remove

**Project Costs** -- Included are the cost estimates from the 2007 Inventory; **please replace these costs with updated costs if available**

**Anticipated Start of Construction** -- Please indicate the timeframe of the project's anticipated start of construction

**Municipal Prioritization** -- Provide a ranking of Low, Medium, or High for projects with a status of 'Active/Underway' or 'Inactive - Keep'

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.137**

**Name:** Bo Alexander

**County:** Chester County

**Project Title:** US 1, Baltimore Pike Widening

**MPMS ID:** 14541

**Comment:**

Please provide for NE bound US1 traffic to make a U Turn.

Comment ID: 93

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.138**

**Name:** Mary Sue Boyle

**County:** Chester County

**Project Title:** US 202, Section 100 (ES1) - Design

**MPMS ID:** 15385

**Comment:**

Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.

Comment ID: 171

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.139, A.141**

**Name:** Hillary Jones

**County:** Chester County

**Project Title:** General Comment

**Comment:**

I support both the bike/pedestrian trail and the kennett pike bikeway Hillary Jones Chandler Mill Road resident

Comment ID: 176

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.140**

**Name:** Paige Larue

**County:** Chester County

**Project Title:** PA 82 Bicycle/Pedestrian Trail

**MPMS ID:** 57684

**Comment:**

Widening this road for bicycles is absurd. This section of 82 should be left alone, to maintain its rural character. Widening this road, will only cause accidents, due to speeding motor vehicles. This is a low density area, and one of the few left in the county. Please consider leaving this road as it is. It already has bridle paths along this road in this area, to create bike lanes would destroy the existing bridle paths.

Comment ID: 35



**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.142**

**Name:** Blair Fleischmann

**County:** Chester County

**Project Title:** PA 52, Wawaset/Unionville Road South Roundabout

**MPMS ID:** 80101

**Comment:**

Glad to know that this roundabout project is moving forward.

Comment ID: 124

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.143**

**Name:** Bo Alexander

**County:** Chester County

**Project Title:** PA 52, Wawaset/Unionville Road South Roundabout

**MPMS ID:** 80101

**Comment:**

Please move this project forward as quickly as possible.

Comment ID: 94

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.144**

**Name:** Grant DeCosta

**County:** Chester County

**Project Title:** PA 52, Wawaset/Unionville Road South Roundabout

**MPMS ID:** 80101

**Comment:**

I support TIP MPMS 80101 for the PA 52, Wawaset/Unionville Road South Roundabout. The Unionville area already has a very successful roundabout and another in the greater region is a better option than a more costly, and less efficient signalized intersection.

Comment ID: 174

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.145**

**Name:** Adrienne MacKenzie

**County:** Chester County

**Project Title:** US 30, Coatesville Downingtown Bypass (CWR-Western Section)

**MPMS ID:** 84884

**Comment:**

This correspondence is in regard to the current 2013-2016 Transportation Improvement Program. I understand current funding levels are limited and that many important projects are now under consideration. I would request you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development. I believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport. I do own my own business and live in Lancaster County but also work part time for Brandywine Hospital which is located in Coatesville, PA. I cannot express to you how vital the airport interchange will be to support this area, the growing population and the multitude of businesses. It is my belief that adding this adding two additional ramps will help support the existing businesses in a better fashion since it would elicit ease of access to said customers. Thank you for your consideration of this project.

Comment ID: 117



May 29, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

From: Amy Stackhouse

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FOR PENNSYLVANIA

This correspondence is from the Board/Council of Rhoads Energy Corporation in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Amy Stackhouse  
Rhoads Energy Corporation  
Operations Manager Petroleum Division

C: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.147**

**Name:** Bo Alexander

**County:** Chester County

**Project Title:** US 30, Coatesville Downingtown Bypass (CWR-Western Section)

**MPMS ID:** 84884

**Comment:**

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development. We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport. Thank you for your consideration of this project.

Comment ID: 151

Item ID# A.148

Sikorsky Global Helicopters  
110 East Stewart Huston Drive  
Coatesville, PA 19320  
(610) 644-4430

## **Sikorsky Global Helicopters**

A Sikorsky Company

May 31, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is from Sikorsky Global Helicopters in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Dorith Hakim  
General Manager  
Sikorsky Global Helicopters  
110 East Stewart Huston Drive  
Coatesville, PA 19320  
Phone: (484) 785-4515, Fax: (860) 353-3721

CC: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC



Chester County  
**Economic  
Development  
Council**

737 Constitution Drive  
Exton, PA 19341  
p: 610.458.5700  
f: 610.458.7770  
w: cceconomicdevelopment.com

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May 31, 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106

Re: DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is from the Chester County Economic Development Council regarding the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider funding now or in the future, a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Gary W. Smith  
President and CEO

cc: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC





# Caln Township

*Board of Commissioners*

*Vincent Rose, President, Charles Kramer, Vice President*

*Joshua Young, Jim Kruse, Lorraine Tindaro*

*Gregory E. Prowant, Township Manager*

*Tony Scheivert, Assistant Manager*

[www.calntownship.org](http://www.calntownship.org)

610-384-0600 fax: 610-384-0617 Email: [board@calntownship.org](mailto:board@calntownship.org)  
Municipal Building, 253 Municipal Drive, P.O. Box 72149 Thorndale, Pa. 19372-0149

May 15, 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 N. Independence Mall West  
8<sup>th</sup> Floor  
Philadelphia, Pennsylvania 19106

Re: DVRPC Fiscal Year 2013-2016 Transportation Improvement Program  
(TIP) for Pennsylvania

This correspondence is from the Caln Township Board of Commissioners in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Gregory Prowant, AICP  
Township Manager

C: Donna Siter, WCCCC  
Ronald Bailey, Executive Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC  
File



THE GRAYSTONE SOCIETY

Lukens National Historic District  
National Iron & Steel Heritage Museum

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Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development. We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

James D. Ziegler, Executive Director

- C: Donna Siter, Executive Director, WCCCC
- Ronald Bailey, Executive Director, CCPC
- David Ward, Assistant Director, CCPC
- Natasha Manbeck, Director of Transportation Services, CCPC

The Graystone Society is a 501(c)3 corporation registered with the Pennsylvania Bureau of Charitable Organizations.



100 Cheshire Court, Suite 104  
Coatesville, Pa. 19320

P-610-384-1776x2102  
F-610-384-2996

May 29, 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106,

Dear Sir or Madam:

I am writing on behalf of Pennsylvania American Water regarding the current 2013-2016 Transportation Improvement Program.

Although we appreciate that current funding is limited and many important projects deserve consideration, we request that you favorably consider funding, now or in the near future, for improvements to the Route 30, Airport Road Interchange. The project would enable two additional access ramps to be constructed at the interchange. Currently, the interchange has only two such ramps, and this area truly needs better access for the increasing volume of traffic due to the proximity of the Chester County Airport and important business related development.

We believe this project would significantly benefit economic development activities in western Chester County, as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

James Gable  
Operation Superintendent, Coatesville District

C: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

## Harry's The Neighborhood Place

2949 Lincoln Highway – P.O. Box 55

Sadsburyville, PA 19369

Phone – 610-857-0202 Fax – 610-857-8955

May 29, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

From: HARRY'S THE NEIGHBORHOOD PLACE  
SADBURY SELF STORAGE  
QUICK STOP CONVENIENCE STORE  
BLUE SPOT LAUNDRY

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is from the above local businesses located along Lincoln Highway in the Village of Sadsburyville in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration. We have been in business since 1973 at Harry's, and have added several other successful businesses in our area over that time which we continue to own and operate locally.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport, as well as provide safer travel for local residents on our local streets.

Thank you for your consideration of this project.

Sincerely,



John H. Lymberis and family

CC: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

Item ID# A.154

*Summers & Zim's, Inc.*

MECHANICAL CONTRACTORS  
403 VALLEY AVE. P.O. BOX 220 ATGLEN, PA 19310  
610/593-5129 800/525-1911 FAX 610/593-2484

May 29, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

From: Summers and Zim's, Inc.

This correspondence is from the Board/Council of Chester County in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Joseph L. Zimmerman,  
President

C: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC



Air Conditioning Contractors of America

PA3778

PLUMBING • HEATING • COOLING • SHEET METAL FABRICATION

# Valley Township

## BOARD OF SUPERVISORS

### Board Members

*Patrice Proctor, Chairwoman*

*Christopher Lehenky, Vice-Chairman*

*Yolanda R. Beattie, Member*

*Kathy O'Doherty, Member*

*Arlin Yoder, Member*

890 West Lincoln Highway

P.O. Box 467

Coatesville, PA 19320

(610) 384-5751 FAX (610) 384-2746

**Karen Chandler, Secretary/Treasurer**

May 30, 2012

**Via telefax to 215-592-9125**

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 North Independence Mall West, 8th Floor  
Philadelphia, PA 19106

Dear Commission Members:


Valley Township, Chester County, Board of Supervisors request your support for the Route 30/Airport Road Interchange Improvement Project in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30/Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Patrice L. Proctor

Chair, Board of Supervisors

cc Valley Township Board of Supervisors  
Karen E. Chandler, Secretary/Treasurer  
Ronald Bailey, Executive Director, Chester County Planning Commission  
Donna Siter, Executive Director, Western Chester County Chamber of Commerce  
David Ward, Assistant Director, Chester County Planning Commission  
Natasha Manbeck, Director of Transportation Services, Chester County Planning Commission



May 29, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

From: The Western Chester County Chamber of Commerce

[DRAFT DVRPC FISCAL YEAR \(FY\) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM \(TIP\) FOR PENNSYLVANIA](#)

This correspondence is from the Board of the Western Chester County Chamber of Commerce in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in purple ink, appearing to read "Patti Jackson-Gehris".

Patti Jackson-Gehris  
President  
Western Chester County Chamber of Commerce

# West Brandywine Township

Board Of Supervisors

**Josef G. Obernier, Sr.,** *Chairman*

**Thomas J. McCaffrey,** *Vice-Chairman*

**William E. Webb,** *Member*

**Ronald A. Rambo, Jr.,** *Township Manager*  
*Secretary-Treasurer*

May 31, 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

[DRAFT DVRPC FISCAL YEAR \(FY\) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM \(TIP\) FOR PENNSYLVANIA](#)

To Whom It May Concern:

This correspondence is from the Board of Supervisors, West Brandywine Township, in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

  
Ronald A. Rambo, Jr., Twp. Mgr.

xc: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC



Item ID# A.158

Sadsbury Township  
**BOARD OF SUPERVISORS**  
P.O. Box 261  
Sadsburyville, PA 19369  
Phone (610) 857-9503  
Fax (610) 857-2690

May 29, 2012

**TO:** Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 North Independence Mall West, 8<sup>th</sup> FL  
Philadelphia, PA 19106

**FR:** Sadsbury Township Board of Supervisors

**RE:** DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

To Whom It May Concern:

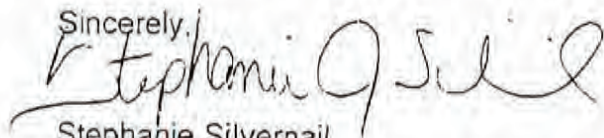
This correspondence is from the Sadsbury Township Board of Supervisors with regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We respectfully request that you carefully consider for funding, now or in the future, a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing volume of traffic due to the proximity of the interchange to the Chester County Airport and important business related development including, but not limited to Sikorsky Global Helicopters and Keystone Foods. Further, with construction having commenced on the National Guard/Stryker Brigade facility in Sadsbury this week, we anticipate an even greater need for traffic to have access to that exit.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you in advance for your consideration of this project.

Sincerely,



Stephanie Silvernail  
Chairperson, Sadsbury Township Board of Supervisors

C: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

**Borough of Modena  
5 Woodland Ave  
PO Box 116  
Modena, PA 19358**

**Office: 610-384-6777**

**Fax: 610-384-4508**

May 29, 2012

Delaware Valley Regional Planning Commission, Public Affairs Office,  
190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106

Ladies and Gentlemen:

On behalf of the Borough of Modena, this correspondence is in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We request that you carefully consider for funding now or in the near future for a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant increasing need for this interchange to provide a four ramp access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport, two industrial parks and important business related developments.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future planned activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Wayne G. "Ted" Reed  
Borough Administrator

WGR

cc: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

  
Bellaire  
BUSINESS CENTER

May 30, 2012

To: Delaware Valley Regional Planning Commission  
Public Affairs Office,  
190 N. Independence Mall West  
8th Fl., Philadelphia, PA 19106,

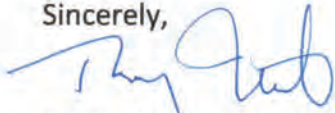
This correspondence is from AIM Development Corporation in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Terry Muto  
Vice President Operations,  
AIM Development Corporation

C: Donna Siter, Executive Director, WCCCC  
Ronald Bailey, Executive Director, CCPC  
David Ward, Assistant Director, CCPC  
Natasha Manbeck, Director of Transportation Services, CCPC

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.161**

**Name:** C.Giordano

**County:** Chester County

**Project Title:** Hadfield Road Bridge Over Beaver Creek (CB #244)

**MPMS ID:** 86064

**Comment:**

I would prefer the Bridge be repaired and restored to its original design. The preservation of this Bridge will only enhance the surrounding community with its historic charm, for many more years to come.

Comment ID: 131

**Public Comment Form  
Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.162**

**Name:** Linda Morrison

**County:** Chester County

**Project Title:** Hadfield Road Bridge Over Beaver Creek (CB #244)

**MPMS ID:** 86064

**Comment:**

The community wants this historic bridge to be rehabilitated and preserved -- NOT replaced. It costs 10 times more to demolish and replace it, than it would to rehabilitate and repair this bridge. Here is a perfect way to save \$2 million to use elsewhere. Also, note that this bridge is protected by our historic preservation ordinance that has a strong DENIAL OF DEMOLITION clause. We will submit materials to DVRPC, as there is no mechanism in this program to send attachments. Thank you.

Comment ID: 116

# EAST BRANDYWINE TOWNSHIP

1214 HORSESHOE PIKE

DOWNINGTOWN, PENNSYLVANIA 19335

Telephone (610) 269-8230 Fax (610) 269-4157

## Historical Commission

To: East Brandywine Township Board of Supervisors

FROM: East Brandywine Township Historical Commission

DATE: November 4, 2010

RE: Historic Hadfield Creamery Bridge on Hadfield Rd.  
County Bridge #244; East Brandywine Township Historic Resource #328

Gentlemen,

It has come to our attention that the County's engineer, Ms. Sandy Martin (who is providing contracted services from the firm McCormack Taylor (MKT) to the county), is proposing a plan to demolish the historic Hadfield Creamery Bridge and replace it with a large concrete bridge at a total cost of about \$3.1 million. The Historical Commission questions the wisdom of the apparently unilateral decision to demolish the bridge rather than simply repairing it. We would like to bring the following points to the attention of the Board of Supervisors:

**The structural condition of the bridge does not necessitate replacement.** The attached email from Ms. Sandy Martin, the County's engineer contains several misstatements of the facts regarding the bridge's condition and relevant transportation policy. Please see the opinion of professional structural engineer Jon Morrison, who has examined the bridge and provided expert comment regarding the structural condition and Ms. Martin's email. Mr. Morrison concluded that the bridge could easily be repaired for roughly \$300,000 to \$350,000.

**Replacement costs are ten times that of rehabilitation.** At a time when State and Local governments are struggling to balance budgets and Citizens are struggling to make ends meet, tolerance for wasteful Government spending is especially low among the electorate. We are pointing out a potential savings of over \$2.5 million simply by repairing the Hadfield Creamery Bridge rather than replacing it. Certainly these tax dollars could be better used on some other transportation project.

**Road and traffic conditions on this historic cart way do not necessitate demolition and replacement.** Hadfield Road is a narrow (12-13 feet wide) rural road with very low traffic volume – only 369 vehicles per day. This is below the Federal standard for a "very low volume road". The Hadfield Creamery Bridge is already 4 feet wider than the roadway adjacent to the bridge. There have been no accidents attributed to the bridge, according to the most recent 15 years of available data. Indeed, the current dimensions of the old bridge provide an excellent, slowing, traffic-calming effect, just like features specified by modern traffic engineers.

**Historic Bridge legally protected by ordinance.** This single-span, through girder bridge, almost 100 years old, is a historically significant Class II historic resource in East Brandywine Twp (HR-328); it is the only one of its type remaining in our township, and one of the few remaining in Chester County. The bridge was originally built to support the creamery on the Beaver Creek Farm, then owned by Thomas Hadfield (the roadway's namesake). The creamery was one of six water powered mills along Beaver Creek in East Brandywine Township. The bridge is the last remaining artifact of the turn of the century commerce that existed along Hadfield Road in the early 20<sup>th</sup> Century. (See attached transcript of a 1979 interview with Walter Hadfield for more details on the history of the Hadfield Creamery and the historical importance of the bridge.)

Page 2

November 4, 2010

Historic Hadfield Creamery Bridge on Hadfield Rd.

The County, as owner of the bridge, is governed by our ordinance and will need to obtain a demolition permit if the bridge is to be demolished. As a Class II historic resource, the County needs to show by a preponderance of evidence that rehabilitation of the structure is economically unfeasible. From the County's own cost estimates, rehabilitation of the bridge is economically feasible and, in fact, will save millions of taxpayer dollars.

**The bridge is a potential candidate for the National Register.** This bridge is virtually identical in size, age and type to the Chandler Mill Bridge in Kennett Township that is currently on the National Register of Historic Places. Our Historical Commission has plans to file nomination papers for the Hadfield Creamery Bridge.

**Federal and state funding formulas do not require demolition and replacement,** but will pay for rehabilitation. According to FHWA Part 650-405, regarding funding: "...The project requirements necessary to perform the major work required to restore the structural integrity of a bridge, as well as work necessary to correct major safety defects are eligible...." (see attached excerpt)

**The County has violated Public Participation and Context Sensitive polices mandated by PennDOT and the FHWA.** The County has placed \$3.1 Million on the Transportation Improvement Plan of the Delaware Valley Regional Planning Commission (see attached), and is moving forward with its set plans for demolition and replacement of the bridge without input from the public. The available alternatives were not seriously considered, a cost/benefit analysis obviously was not performed, and there has been virtually no discussion with the community. These actions violate PennDOT's Public Participation Policy, Publication 295, and violate PennDOT's Context Sensitive Policy. Both PennDOT policies are required by the FHWA, the agency that is providing 80% of the funding. (see attached to find the web addresses of these policies online).

**The bridge is recognized as a scenic resource by the Township.** The Comprehensive Plan recognizes Hadfield Road as one of the few primary scenic road corridors in the Township. The Hadfield Creamery Bridge is recognized in the Comprehensive Plan as a contributing visual feature on Hadfield Road.

**The neighbors on Hadfield Road and the local community want this historic bridge rehabilitated,** not demolished and replaced with an inappropriate, modern concrete bridge that would be 26 feet wide on a 12 foot wide road. An informal poll of 14 neighbors living on Hadfield Road in the vicinity of the bridge found no one favoring demolition of the bridge. There was unanimous support for repair over replacement.

The Historical Commission urges the Board of Supervisors to communicate, as soon as possible, to the County and to PennDOT that East Brandywine Township wants this historic bridge repaired and restored rather than replaced, and that the Township intends to carefully enforce the provisions of our historic preservation ordinance that protects this bridge.

Very Truly Yours,

John Black  
Chair, East Brandywine Historical Commission

- 6.18.1909

### Golden Wedding. 6.18

A very pleasant family reunion was held on Saturday last, when Mr. and Mrs. Thomas Hadfield, of East Brandywine, celebrated the fiftieth anniversary of their marriage. All day long the various family parties kept arriving, so that by evening the house was thronging with children and grandchildren. All their children were present, with the exception of the youngest daughter, Mrs. Edwin Hartman, who was unable to attend on account of the critical illness of her little daughter, Sara. Nearly all the grandchildren were present. Mr. and Mrs. Hadfield received a number of gold coins as gifts, also flowers, fine linen, china and silver, besides numerous other articles, useful and ornamental. A pleasant feature of the occasion was a letter and post card surprise. In the early evening a bounteous repast was enjoyed by all, and later, cake and ice cream were served. Good music was furnished by Anna, Elizabeth and Thomas Hadfield, of Philadelphia. The arrival of a photographer from West Chester created an agreeable diversion in the afternoon and the whole united family posed, then different groups. The work done, being of an exceptional character, the photographs will prove fine souvenirs of the occasion, which was one long to be remembered by all. Mr. and Mrs. Hadfield are a remarkably striking and handsome couple for their age—well-preserved and active. Looking at them one would scarcely realize that they had been married fifty years ago in the quaint old Church of St. James in beautiful Glos-sop, England. A few years after their marriage they came to Philadelphia in and near which city they lived for several years, until they purchased their large farm in the pretty "Beaver Valley," near Downingtown, where they have lived more than thirty years, well respected and beloved by all with whom they have come in contact. We all wish the dear bride and groom many more years of happiness together and may their children all emulate the noble example set for them by such a father and mother.

The names of those present follow: Mr. and Mrs. Thomas Hadfield, William Hadfield, Mr. and Mrs. John Turner, Maybelle Turner, Mr. and Mrs. Wm. Hadfield, Florence Hadfield, Mr. and Mrs. Randall Hadfield, George, Richard, Grace and Leighton Hadfield, Mr. and Mrs. John Hadfield, Charles Hadfield, Mr. and Mrs. John McCausland, Dora, Lincoln, Mary, Sara and Bertha McCausland, Mr. and Mrs. Thomas Hadfield, Jr., Robert Hadfield, Mr. Edwin Hartman, Flora Hartman, Lucy Hadfield, Anna, Elizabeth and Thomas Hadfield, Mrs. Jos. Batty, Mr. Wm. Brittain, Mr. Wm. Detterville and LeRoy Spangler.



4.28 1913

William Hadfield. 4.28

In East Brandywine, after suffering for some time from dropsy, William Hadfield died at the age of 86 years. He was a veteran soldier, and belonged to a Grand Army Post in Chester. For a number of years he had been making his home with his brother, Thomas, who is well known there as the owner of a creamery. William was a widower and leaves no children.

9.8, 1915

Thomas Hadfield. 9.8

At the Chester County Hospital, during Monday night, Thomas Hadfield, of East Brandywine, died in his 78th year. He was a patient in the institution for three weeks, and during that time had a leg amputated, but could not recover.

Mr. Hadfield was of English birth and he and his wife and their elder children came to America when he was a young man. They settled in East Brandywine, and liked the neighborhood from the first, becoming thrifty and prosperous farmers.

Being of a quiet temperament, Mr. Hadfield devoted his attention to his home and family, and he and his children prospered, being among the most highly respected people of the neighborhood. In his youth he had attended the Church of England. He was a Republican in politics, but never sought office, nor would he accept any of the honors offered to him in the management of township affairs.

These children survive him, Randall L. Hadfield, Thomas Hadfield, of the home neighborhood; John Hadfield, of Philadelphia; Mrs. John McCausland, Mrs. Edward Hartman, Coatesville, and Mrs. John Turner, Philadelphia.

9.11, 1915

The funeral of Thomas Hadfield, who died, a few days ago, at the Chester County Hospital here, took place yesterday afternoon from his late home, in East Brandywine township, and was largely attended by relatives and friends. The services were conducted at East Brandywine Baptist Church, near Guthrieville, by the pastor and interment made in the cemetery adjoining. The pall bearers were John L. Clower, of this place; James Klee, Samuel Klee, James Roberts, George Ditchfield and James Buckley.

10.4, 1915

ESTATE OF THOMAS HADFIELD,  
Late of East Brandywine township,  
Dec'd.

Letters Testamentary on the above Estate having been granted to the undersigned, all persons indebted to the said Estate are requested to make payment, and those having claims to present the same, without delay, to

10.4  
RANDALL L. HADFIELD,  
Coatesville, Route E.;  
JOHN HADFIELD,  
5550 Osage avenue, West Philadelphia,  
Executors.

Thomas W. Baldwin, John S. Baldwin,  
Attys. oc4n

L. 9. 13. 1919

The funeral of Mrs. Thomas Hadfield takes place this afternoon, at East Brandywine Baptist Church, with services conducted by Rev. Albert S. Morris, former pastor of Hopewell Methodist Episcopal Church, now a pastor at Lansford. He will be assisted by Rev. Ralph Madden, of the Bryn Mawr Baptist Church, and Rev. Frank Butler, pastor of East Brandywine Baptist Church. 9-13

The pall bearers will be six grandsons, some from Philadelphia and some from the home neighborhood.

Mrs. Hadfield was confirmed in her early girlhood in the Episcopal Church at Glossop, in Derbyshire, England, and all her life was a consistent member of that church, attending services of her own denomination until coming to this neighborhood, when she became a member of the congregation at East Brandywine. Sara Hadfield

She and her husband came to this country about fifty years ago, and lived first in Philadelphia, and forty years ago bought the Beaver Creek Farm, at Bondsville, where the family has resided ever since.

Her husband, Thomas Hadfield, died four years ago. She was "Grandmother Hadfield" to everybody who ever knew her, and was noted for her acts of charity and her splendid character and wonderfully cheerful disposition. Up to the very last, although she had been an invalid for the past year, she was an inspiration to all around her, being fully conscious until within a few hours of her death.

She was the mother of nine children, three of whom are dead, two sons, William and Lincoln, and a daughter, Sara. Those surviving are Randall, of Downingtown; John, of West Philadelphia, and Thomas, who resides on the home farm; Mary, widow of John Turner; Hannah, wife of John H. McCausland; Sadie, wife of Rev. Edwin J. Hartman, of Pomeroy. 9-13

She is survived also by 2 grandchildren and 11 great-grandchildren.

L. 9. 17. 1919

## FUNERAL OF MRS. HADFIELD.

The funeral of Sarah, widow of the late Thomas Hadfield, of Beaver Creek Farm, Bondsville, which occurred on Saturday afternoon, was largely attended. Services were in charge of Rev. Albert S. Morris, pastor of Lansford M. E. Church, assisted by Rev. Frank Butler, of East Brandywine Baptist Church. The text chosen for the sermon was John 14: 1, "Let not your heart be troubled, ye believe in God, believe also in Me." The hearers were - John Turner, Charles B. Hadfield (West Philadelphia), George L. Hadfield (Glen Riddle), Lincoln McCausland, Earle Hadfield and Richard Hadfield (Downingtown). The floral offerings were many and beautiful. L. 1919 9-17

L. 11. 1. 1919

ESTATE OF SARAH HADFIELD,  
Late of the Township of E. Brandywine, Dec'd.

Letters of Administration on the estate of the above named Sarah Hadfield, deceased, having been granted to the undersigned, all persons having claims or demands against the estate of the said decedent are requested to make known the same, and all persons indebted to the said decedent to make payment without delay, to

L. 1919 JOHN HADFIELD, 111  
THOMAS HADFIELD,  
RANDALL L. HADFIELD,  
Administrators, Downingtown, Pa.  
Thomas W. Baldwin, Att'y. noin

L. 11. 14. 1919

**FARM FOR SALE TO SETTLE THE**  
estate of Thomas Hadfield.  
A desirable farm of 154 acres, known as Beaver Creek Farm, East Brandywine township, 1 1/2-miles south of Guthriesville, and 1 1/2-miles west of Bondsville convenient to churches and schools, 3-story stone house, containing 13 rooms, running water in kitchen, large barn with silo attached, stabling for 20 head of cattle and 6 head of horses, large 3-story mill, (water power), good hydraulic cider press and other fixtures, 50 foot-brooder house, with hot water system installed, Candee incubator (2400 eggs), 2 laying houses, corn crib wagon house (all buildings in good repair), good apple orchard and other fruits. This is a good productive farm, about 85 acres in high state of cultivation, about 10 acres good meadow land with Beaver Creek running through, the rest in good wood land. Apply to RANDALL L. HADFIELD, Downingtown, Pa., JOHN HADFIELD, 19 1/2 Osage Avenue, West Philadelphia, THOMAS HADFIELD, Downingtown, Pa., Heirs and acting for the Heirs.

L. 9. 11. 1919

Mrs. Thomas Hadfield. 9-11

After a lingering illness, Sarah Leighton, widow of Thomas Hadfield, died yesterday at the home of her son, Thomas Hadfield, at the age of 80 years. She had spent the greater part of her life in East Brandywine and was widely known. Several descendants survive her. L. 1919

L 11-19 1921

Among the recent visitors to Bonds-ville were William E. Edwards and family, of Rosemont, who motored up to visit relatives at the Hadfield's Beaver Creek farm. The Edwardses came from Glossop, Eng., a few years ago. The elder Hadfields also came from the same town, over fifty years ago. Henry Hadfield, now deceased, a former Mayor of Glossop, was a cousin of Thomas Hadfield, Jr., while Mrs. Henry Hadfield, former Mayor-ess, is a cousin of Mr. Edwards. A pleasant hour was spent in discussing old kinships and old friends. Mr. Edwards is a well-known landscape gardener of Rosemont. 11-19

L 9-7-1921

#### THE HADFIELD REUNION.

A very happy family home gathering of the sons and daughters of Thomas and Sarah (Leighton) Hadfield was held at Beaver Creek Farm on Sunday. Not only the children, but a number of grandchildren were present to enjoy the reunion. It being the Sabbath, there were no games and no program, but the time passed pleasantly in recalling old times and incidents and happenings on the farm when all were children here. Some strolled about the fields and through the woods, while others remained about the house and orchard, gathering and enjoying the fruits of the season. A dinner, consisting of cold roast chicken, ham, veal and beef-  
loaf, potato salad, cheese, pickles, preserves, jelly, bread and butter, coffee and cake, was enjoyed late in the afternoon. Those present were: Mrs. Mary Turner, Mr. and Mrs. John Hadfield (West Philadelphia), Mr. and Mrs. John McCausland, Mary and Lillian McCausland (Caln), Mr. and Mrs. Randall Hadfield (Downingtown), Rev. and Mrs. Edwin Hartman, William Hartman (Pomeroy), Mr. and Mrs. Thomas Hadfield, Robert, John and Walter Hadfield (Beaver Creek Farm), Mr. and Mrs. G. Lincoln McCausland (Caln), Mr. and Mrs. Richard Hadfield, Dorothy Belle Hadfield (Downingtown), Mr. and Mrs. Harry Milbourne (West Philadelphia), Mrs. Tullis (Pomeroy), guests. 1923 9-7

7.2.1935 LOCAL

Thomas Hadfield, a well known farmer in East Brandywine, "Along Beaver Creek," has an interesting collection of arrow heads, darts and an Indian axe which he picked up on the fields which he has tilled for many years. He often finds amethysts which are neatly tinted, breaking them out of native stones.

L 7.11.1946

#### Hadfield—Vance

In a lovely summer wedding, on Saturday afternoon, at two o'clock, Elizabeth White Vance, daughter of Mr. and Mrs. J. Boyd Vance, of Montoursville, Lycoming County, became the bride of Walter Darlington Hadfield, of Old Beaver Creek Farm, Downingtown. 7.11.1946

The double ring ceremony was performed in the Forks of the Brandywine Presbyterian Church with Rev. Louis V. Barber, uncle of the bride, assisting Rev. Harry Kurts, pastor of the church. A half-hour organ recital was rendered by Mrs. Warren Marshall.

After a week's wedding trip, Mr. and Mrs. Hadfield will be at home at Old Beaver Creek Farms.

L2-2-1953

**Thomas Hadfield**

Thomas Hadfield, well-known farmer of East Brandywine township, died Saturday evening at his home. He was in his 75th year and had lived his entire life upon the farm of his birthplace.

Active in church and civic affairs until his recent illness, he was treasurer and a member of the East Brandywine township school board. He was a trustee of Forks of the Brandywine Presbyterian Church and a charter member of Washington Camp 595 P. O. S. of A. L2-253

Survivors are: his wife, Emma McCausland Hadfield; three sons, Robert R. and John L., both of Downingtown, and Walter D., of the home address; a brother, John, of Philadelphia; and a twin sister, Mrs. Edwin J. Hartman, of Pomeroy Heights; and four grandchildren.

HADFIELD—of East Brandywine Township, on Jan. 31, 1953, Thomas Hadfield, in the 75th year of his age.

Relatives and friends of the family are invited to attend the funeral from the Keim & Wilson Funeral Home, 107 W. Lancaster Ave., Downingtown, on Tuesday, Feb. 3, at 2 P.M.

Interment in Hopewell Cemetery. Friends may call (this) Monday evening.

CR 11.10.1955

**Mrs. Emma Hadfield**

CR—11.10.55

Mrs. Emma E. Hadfield, widow of Thomas Hadfield, died last night at her home, Beaver Creek Farm, East Brandywine township, in her 80th year.

Born in Philadelphia, a daughter of the late John and Jane Lindsey McCausland, she had lived nearly all her life in East Brandywine. She was a teacher in Chester county elementary schools for nine years. Mrs. Hadfield was a member of the Forks of the Brandywine Presbyterian church and until her illness took an active interest in the Downingtown Woman's Club.

Surviving her are three sons, Robert R. Hadfield, John L. Hadfield, and Walter D. Hadfield, all of Downingtown; four grandchildren; three sisters, Mrs. Walter Thierolf, of Glenside, Miss Margaret McCausland, of Philadelphia, and Mrs. Henry Walter, sr., of Lititz; and a brother, John McCausland, of Lyndell.

Funeral services will be held Saturday afternoon at two o'clock at the Keim and Wilson funeral home, 107 Lancaster avenue, Downingtown. Interment will be in Hopewell cemetery. Friends have been invited to call at the funeral home on Friday evening.

# *A History of East Brandywine Township*

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CHESTER COUNTY, PENNSYLVANIA

By  
Barbara Paul



Published By  
The East Brandywine Historical Commission  
1992

## Athletic Organizations

The Lyndell Coon Club, an amateur local hunting fraternity, in 1901 reported the capture of a 19½ pound raccoon. The unfortunate creature was served up in a supper to members at the Lyster home on Reeds Road.

The Barn Stars were the Guthrieville basketball stars in the early years of the sport, a group of high school boys under the direction of a man by the name of Gernert. Practices and games were conducted on the second floor of the three-story Hadfield Creamery on Hadfield Road, property of Thomas Hadfield. The mill/creamery had previously been powered by a water wheel fed from a race of the Beaver Creek. With the help of players Jack and Ed McCausland, Bob Piersol, Bob Hadfield, Marple Lewis, and Vernon Welsh, the Guthrieville Barn Stars defeated the Downingtown Gummey's Five on March 31, 1923 by a score of 18-14.<sup>5</sup>

## Lyceums

"Shine On" was the motto of the Hopewell Star, edited by Mrs. Mary Seiner. The paper, said to contain some very spicy articles,<sup>6</sup> reported the activities of the Hopewell Lyceum. One of these activities was a Pronouncing Bee held at the Hopewell Methodist Episcopal Church in February of 1879. For an admission price of 10 cents, contestants could compete for the large dictionary being offered as first prize. The winner of the Pronouncing Bee was Frank McFarlan. A timely issue was debated by members of the Hopewell Lyceum on Jan. 8, 1879: Should school directors supply public schools with text books? Apparently, East Brandywine and Uwchlan townships had begun to furnish their students with books, and they thought it a good example for other schools to follow.<sup>7</sup>

Another group of this type was the Guthrieville Literary Society, established in 1876. It was reportedly organized for the moral and intellectual benefit of the youth in the community.

The Johnson Literary Society of William Johnson's Boarding School was formed in December of 1879 with William Marshall serving as president and Rettie Moore as secretary. Debates often



September 15, 2010

Historical Commission  
East Brandywine Twp  
sent via email  
1214 Horseshoe Pike  
Downingtown, PA 19335

Re: Hadfield Bridge Review

Dear Commission members:

In response to your request, I have visited the Hadfield Bridge and have reviewed the Hadfield Bridge 2008 NBIS Inspection Report, dated 11/7/08 and the Interim Inspection Report dated 11/21/09 performed by the County's bridge engineer, Ms. Sandra G. Martin of McCormack Taylor Associates (MTA). In addition, I have reviewed the recent email correspondence between Ms. Martin and Scott Piersol, manager of East Brandywine Township, dated August 19, 2010. Ms. Martin raised several points in support of the demolition and replacement of the Hadfield Bridge, in lieu of rehabilitation, which bear scrutiny:

In the first paragraph, Ms. Martin refers to her 2008 rehabilitation cost estimate of \$131, 540 on page 6 of the Inspection Report and states that:

*"... The inspection costs are by no means accurate. They are based on a standardized PennDOT costing system that is more than a decade old and do not take into consideration anything site specific about a given bridge. " The text continues: "... this is by no means an attempt to give a cost estimate for rehabilitation, nor does it address site specific issues or costs associated with making the repairs..."*

Developing accurate cost estimates is essential for making important spending decisions regarding replacement vs. rehabilitation. Especially since the replacement cost of \$3.1 million is more than twenty times the PennDOT formula estimate for rehabilitation. Is this the standard of care that is deemed acceptable by the County?

In the third paragraph it is stated that:

*"...the rehabilitation option does not address some very critical deficiencies of this bridge. The Hadfield Road Bridge is weight restricted at 12 tons..."*

Actually, the rehabilitation option does address the most critical deficiencies. As the Inspection Report states, this rating is based on the deteriorated condition of the deck floor beams (the small steel cross pieces spanning the width of the bridge), rather than on the condition of the main girders (the large visible beams spanning the length across the stream). Because of their current condition, the deck floor beams are the "weak link" in the chain. The report, along with the previous load rating report, makes clear that the main girders have far greater capacity than the 12-ton rating would imply. If the County were to replace the deck floor beams, the 12-ton rating would likely be adjusted upward.

In the correspondence the term "Fracture Critical" is used to describe the bridge:

*"...and the bridge is fracture critical. Fracture Critical means there is no redundancy of the load*

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*paths and if one of the girders should fail due to fatigue, vehicular impact damage, flood impact damage, deterioration, or an inherent defect, the bridge will collapse.”*

Correct, but this term can sound alarming to the lay public and should be understood in the technical context. The following is taken from the AASHTO Subcommittee on Public Affairs web site in partnership with the Standing Committee on Highways and Subcommittee on Bridges and Structures, where “Fracture-Critical” is defined as:

*A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design. (Emphasis in original text).*

This is basically another way of saying that the bridge is a simple, single span, like thousands of other robust functional bridges in the Country. This bridge has been “fracture critical” since the day it opened in 1913.

The third paragraph of the MTA correspondence goes on to say

*“...Several of these photos depict the girder/floorbeam connection which is severally deteriorated and beyond repair. As inspectors, we are no longer able to identify potential cracking in this area due to the amount of pack rust and deterioration present. A crack propagating from this connection could cause the collapse of the bridge due to its fracture critical status.”*

The replacement of the deck floor beams would involve the inspection and repair/replacement of the connections to the main girders. At that time the girders would be visually inspected and possibly tested (magnetic particle testing, dye penetrate) locally for any indication of crack propagation, which if detected, could be arrested and repaired. It should be noted, however, that the MTA Interim Report from last year (pg.4, 2<sup>nd</sup> para.) discusses the floor beam-girder connection:

*“...The out of plane bending detail of the floorbeam-girder connection shows no signs of fatigue or fracture.”*

This would seem to contradict the statement quoted above regarding the ability of inspectors to identify potential problems in these areas.

In the fourth paragraph it is stated that:

*“...in addition to the fracture critical status, it should be noted that steel has a fatigue life and with each overload it experiences, the fatigue life is reduced. The County is aware that this bridge has been subjected to loads in excess of the 12-ton restriction, particularly during the closure of the E. Reeceville Road Bridge. I like to use the analogy of the wire coat hanger to demonstrate fatigue life. You can bend a wire coat hanger a number of times, but eventually it is going to snap in half. This is essentially what happens when fatigue life of steel is reached due to a determinant number of loading cycles.”*

Again, all true but not relevant to the case in question. As mentioned above, a deck floor beam replacement and girder repair would result in an up-rated bridge. Thus, the “fatigue life” of the current deck floor beams, rated at 12 tons, is irrelevant since they will be replaced. For the repaired girder, its fatigue life would be extended. The analogy of the wire coat hanger is not particularly useful in this case. Repeatedly bending a



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coat hanger until it breaks implies taking the metal well beyond its yield strength over a number of cycles.

However, bridge engineering is based on limiting bending stresses to a fraction of steel's yield stress, and is premised on keeping the material at lower levels of linear elastic stress-strain behavior (the so-called "Factor of Safety" i.e. the normal use of the coat hanger). If the fatigue life of the main girders is truly in question, it should be quantified. It was not noted in the inspection report. The MTA report does however note that average daily traffic (a measure of loading cycles) is a very low 282 vehicles per day as of 2002.

Based on the data presented in the inspection reports, the County has failed to adequately maintain this historic bridge so as to prevent continuing deterioration. However, with the proper approach, it appears that the Hadfield Bridge could feasibly be repaired and continue in service as an important part of the historic fabric of the Township. Although the referenced MTA correspondence makes it clear that the County's Bridge Engineer is not confident in the costs that it provided earlier in its inspection report, I'm confident that a rough estimate in the range of \$300,000 to \$350,000 is reasonable and is a fraction of the full replacement cost of \$3.1 million.

The forgoing should not be construed as minimizing the importance or relevance of the ongoing bridge inspection process or of the results and findings that have been catalogued. Just the opposite is true. These reports, properly interpreted, highlight the importance of effective inspection, maintenance and repair of the County's historically significant infrastructure. To that end, we recommend that the County, without delay, engage a qualified bridge preservation engineer, experienced with the inspection, metallurgical testing and design of repairs of historic steel bridges, to perform at least a preliminary study to establish a repair scope of work and accurately estimate of costs for the rehabilitation of the Hadfield Bridge.

Sincerely Yours,

**CVM Engineers, Inc**



Jon E. Morrison, P.E.  
President

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.163**

**Name:** S.A.V.E.

**County:** Chester County

**Project Title:** Hadfield Road Bridge Over Beaver Creek (CB #244)

**MPMS ID:** 86064

**Comment:**

This bridge should not be replaced until feasibility studys for rehabilitation have been completed. Rehabilitation offers a potential tax savings for resigents of more than \$2 million.

Comment ID: 143

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.164**

**Name:** Blair Fleischmann

**County:** Chester County

**Project Title:** Watermark Road Bridge Over Muddy Run (CB #21)

**MPMS ID:** 86696

**Comment:**

Would like to preserve this historical bridge as much as possible, while keeping it safe.

Comment ID: 123

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.167, A.166, A.165**

**Name:** S.A.V.E.

**County:** Chester County

**Project Title:** Watermark Road Bridge Over Muddy Run (CB #21)

**MPMS ID:** 86696

**Comment:**

TIP should be ammended to REHABILITATION Replacement is counter to NEPA policy and would cost tax payers an additional \$1.8 million more than rehabilitation. Bridge is considered historic by the township and is listed on Upper Oxford's historic inventory. 200+ petition signatures submitted supporting bridge rehabilitation.

Comment ID: 142

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.168**

**Name:** Mary Sue Boyle

**County:** Chester County

**Project Title:** Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2

**MPMS ID:** 92406

**Comment:**

Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.

Comment ID: 191

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.169**

**Name:** Mandie Cantlin

**County:** Chester County

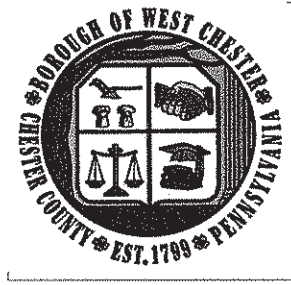
**Project Title:** Dwnngtwn Pk o/EBr Brndywn (Bridge)

**MPMS ID:** 92733

**Comment:**

PA Bike Route L traverses this bridge. When this bridge is rehabilitated or replaced, we recommend adding new 8' shoulders to serve as bike/pedestrian lanes to accommodate Bike Route L – similar to the improvements slated for MPMS# 69647 (also a Downingtown Pike bridge).

Comment ID: 71



**RESOLUTION # 8 of 2012**

**WHEREAS,** West Chester Borough Council has consistently supported the restoration of public rail service to the Borough, and

**WHEREAS,** West Chester Borough Council advocates energy conservation and the use of public transportation, and

**WHEREAS,** West Chester Borough Council promotes walkable communities, both here and in neighboring municipalities, and

**WHEREAS,** good rail transportation helps foster walkable communities and helps decrease dependence on the automobile, and

**WHEREAS,** the Southeastern Pennsylvania Transportation Authority (SEPTA) estimates that extension of the R3 Rail Line to West Chester would increase ridership on that line by over 3,000 riders per day, and

**WHEREAS,** extension of rail service to West Chester would be a direct benefit to the many residents of West Chester who commute to Delaware County or Philadelphia, and would also benefit those who work in West Chester who presently commute by car from Delaware County or Philadelphia, and

**WHEREAS,** congestion on roads in Chester and Delaware counties reduces productivity, wastes energy and causes increase in pollution, and

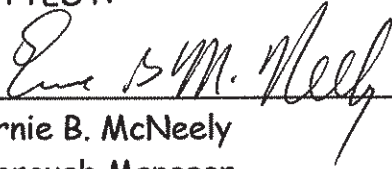
**WHEREAS,** demand for expanded rail service on SEPTA's R3 Rail line is clear, in that it is the most profitable of all SEPTA's lines, and

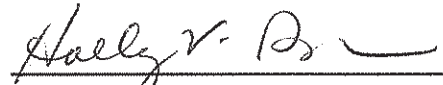
**WHEREAS,** it would be beneficial to both counties, municipalities, and for the many schools along SEPTA's R3 rail line (Williamson Free School of Mechanical Trades, Cheyney University, Bayard Rustin High School, Westtown Friends School, and West Chester University) to have rail service between West Chester and Philadelphia;

**NOW THEREFORE BE IT RESOLVED** by the Borough Council of the Borough of West Chester that it urges PennDOT, the Delaware Valley Regional Planning Commission and SEPTA, to restore regular, frequent and convenient rail service to the Borough of West Chester, with stops at West Chester University, Westtown, Cheyney, and Williamson Free School of Mechanical Trades by funding it in the Transportation Improvement Plan.

**BE IT RESOLVED** this 16<sup>th</sup> day of May, 2012.

**ATTEST:**

  
\_\_\_\_\_  
Ernie B. McNeely  
Borough Manager

  
\_\_\_\_\_  
Holly V. Brown  
President of Borough Council



Public Comment Form  
Draft FY 2013 for PA



Item ID# A.171, A.172

**Name:** B. Chadwick

**County:** Delaware

**Project Title:** US 322 Final Design

**MPMS ID:** 14747

**Comment:**

(1) The project description says that widening US322 to 4 lanes will "enable" the road "to meet future traffic needs". In other words the road will accommodate more motorists. This in turn will allow Vehicle Miles Traveled (VMT) to increase along with oil consumption and greenhouse gas (GHG) emissions. DVRPC's Long Range Plan has a stated policy goal of reducing GHG emissions "by 50 percent by 2035 compared to 2005 levels". WIDENING projects like this one will not bring ANY REDUCTION in GHG emissions. (2) A 4 lane road with a median barrier in the northern section, #69816, and a 5 lane road with a center turning lane in the southern section, #69817, and both sections with some jug handles or extra turning lanes at intersections will allow MORE motor vehicle traffic to travel along the road at HIGHER speeds. There is no indication in the project descriptions how pedestrians and cyclists will be accommodated. Therefore one can assume that the road will become more dangerous/uncomfortable for pedestrians and cyclists who either want to travel along the road or cross the road.

Comment ID: 97

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.173**

**Name:** B. Chadwick

**County:** Delaware County

**Project Title:** US 1, Baltimore Pike Interchange Improvements

**MPMS ID:** 15251

**Comment:**

It is unclear from the project description what portion of the \$140 million will be spent on making sure that there will be safe, comfortable and convenient facilities for pedestrians and cyclists wanting to cross the entrance/exit ramps of the proposed interchange.

Comment ID: 127

**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.174**

**Name:** John Butler

**County:** Delaware County

**Project Title:** Pedestrian and School Children Safety (TCSP)

**MPMS ID:** 87940

**Comment:**

I believe this would improve the safety for the students, the Marple Commissioners refused to commit the match money in 2010. They installed a painted cross walk and a sign in the center of the street at two locations that have been hit by cars many times. A lower cost better option would be to place a cross walk signal that could be activated by the children wanting to cross the street similar to what is now on Lancaster Ave in Ardmore.

Comment ID: 6

**Public Comment Form  
Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
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REGIONAL  
PLANNING COMMISSION

**Item ID# A.175**

**Name:** John Dunphy

**County:** Montgomery County

**Project Title:** General Comment

**Comment:**

The DVRPC a 30 day deadline for "comments" on projects that are not easily accessible and are not advertised locally is really a poor way to bring the decisions of DVRPC to the public. Were it not for local activists, no one would know what's going on. It seems as though DVRPC works quickly, quietly and without concern for local residents. I would submit that these plans should be part of the community discussion, openly advertised, and plainly communicated. Hundreds of pages in two libraries do not suffice as "informing the public". Have we no voice in the DVRPC dialog?

Comment ID: 46

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.176**

**Name:** JACOB FEINBERG

**County:** Montgomery County

**Project Title:** PA 611, Old York Road Over SEPTA R3

**MPMS ID:** 16214

**Comment:**

Much needed, how will the flow of traffic be changed on 611?

Comment ID: 7

5/25/12

**Public Comment on:**

**MPMS# 16334**

**MPMS#84642**

Two projects in the 2013 draft TIP are not “improvements” at all, but rather, exacerbate excess automobile use, energy consumption, emissions and traffic congestion, while undermining public transit goals.

Both projects in Montgomery County - **MPMS# 16334** (PA 73 Church Road Intersection and Signal Improvements SR:0073) and **MPMS#84642** (Jenkintown Garage Project) - should be eliminated.

These projects take a short-sighted and counterproductive approach to regional transit issues that require wiser investment in long-term goals. Better planning would support more frequent rail service to/from increasingly distant suburbs and those stations which motorists leapfrog over when they drive their cars to catch trains at the Jenkintown station.

Without that solution, no amount of traffic intersection adjustments or parking garage “band-aids” will properly serve the region.

In addition to being wasteful and contributing to pollution, these two poorly conceived projects defy the 6 principles of SEPTA’s “livability initiative,” which includes providing more transit choices, supporting existing communities, valuing communities and neighborhoods and enhancing economic competition.

Thank you.



Ann L. Rappoport, Ph.D.

Paul Rappoport, Ph.D.

114 E. Waverly Road, Wyncote PA 19095  
215-884-4155; annrappoport@comcast.net

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.178**

**Name:** Jeffrey Muldawer

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

The proposed right turn lane from Southbound Greenwood Avenue to Westbound Route 73 is an accident waiting to happen. As is common at other such intersections, people going straight across Route 73 will tire of waiting when stuck behind left turning vehicles. They will then make a sudden move to the right turn lane, putting the vehicles properly using the turn lane at a high risk of an impact. The benefit/harm ratio of this proposal is minimal.

Comment ID: 95

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.179**

**Name:** Leslie Dias

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

I have lived in the area for more than 13 years. I am concerned about the creation of dedicated right turn lanes from Greenwood Avenue onto Route 73. I see absolutely no need for them. Traffic making left turns onto Route 73 will slow down or stop all traffic on Greenwood. To avoid this, traffic intending to cross Route 73 will merge into the dedicated right turn lanes, creating a traffic hazard. It would make infinitely more sense to create dedicated left turn lanes and have the other lane for both right turns and through traffic. That way, traffic turning left would not impede anyone else. Please reconsider this proposal before it goes any further.

Comment ID: 99



Item ID# A.180

**Name:** Olga McHugh

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

16334 PA 73, Church Road Intersection and Signal Improvements Church Road & Rices Mill Road Intersection: No where in this TIP is there consideration that the intersection of Church Road and Rices Mill Road is a MAJOR crossing for pedestrians. There are five schools located in this area and depend on this intersection to get children who walk to school safely to their destinations. The schools are: Wyncote Elementary (K-4) located on the corner of this intersection Ancillae-Assumpta Academy (K-8) located two block from the intersection Bishop McDevitt High School located 3 blocks from the intersection Cheltenham High School located one block from the intersection Cedarbrook Middle School located 5 blocks from the intersection. On Page 20 of the 2013 TIP: The Safe Routes to School program (SRTS) is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. How does a project, which focuses on speeding traffic through the intersection by adding turning lanes, make crossing it safer? How does this project protect children? How does the addition of turning lanes make the intersection safer for a child to navigate across it whether on foot or on a bicycle? As a parent, former PTO President for two of these schools, and a former President of the United Parents Group for Cheltenham Township, I believe that pedestrian safety must be considered before a project is created to make our roads more complicated and easier for vehicles to travel faster. Church Road & Greenwood Avenue: Church Road dates back to the early 1700s. This intersection is in a historic section of Cheltenham Township. Cheltenham Township is a "first suburb" with old homes, tree lined streets, winding roads and community involvement. The widening of the road will destroy the character of the community. Property will have to be consumed for the turning lanes and widening; this project will seriously devalue the property you take but also the surrounding property. Nothing is evident in the description of this project that pedestrians and cyclists were considered, even though our Township meetings and major events are held in Curtis Hall and on the grounds which sits at this intersection. Turning lanes only function is to speed up traffic traveling through the intersection. This will encourage more speeding on our narrow residential streets. The more traffic and the faster it goes; reduces property values. 16334 PA 73, Church Road Intersection and Signal Improvements - are not improvements for this community. It will ruin the character of the area and turn it into the ugly site we see in the far suburban sprawl areas of Montgomery County. Remove this project from the 2013 PA TIP!!

Comment ID: 130

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.181**

**Name:** Suzanne Monsalud

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

As a resident of Greenwood Ave. for almost 2 decades, I strongly feel that this construction will negatively impact the neighborhood. The increase in traffic, loss of property and added danger to a lively pedestrian area would be devastating. This is an area with an elementary school and many children walk along this route. The extra traffic would create a hazardous situation.

Comment ID: 56

Item ID# A.182

**Name:** Teresa Warnick

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

This project should be removed from the TIP. It will definitely and permanently change the character of our lovely community from a genteel older community to another example of ugly suburban sprawl. As a resident on Greenwood Ave. I am concerned that this project will decrease property values in our neighborhood. I'm sure it will increase traffic and increase the danger to ourselves and our neighbors. In addition, the TIP proposal has neglected to include pedestrian crossing signals or safe crosswalks marked in the intersections. Since this intersection is adjacent to Curtis Arboretum, a place we love to walk too, we fear that we will lose the ability to walk safely to this lovely park. The intersection of Church Road and Greenwood Ave. must provide protection and safety to all pedestrians and bicyclists going to and from Curtis Hall, where our Township events and meetings take place throughout the year. Rices Mill and Church Road is a major school crossing for Wyncote Elementary, Cheltenham High School and Cedarbrook Middle school. Increasing the amount of traffic increases the potential for injury to students walking to school and bicycle riders. The proposed project does increase the safety for children walking and bicycling to and from school. Speed is already an issue on Greenwood. Though the posted speed limit is 25 mph, cars generally speed along at rates 10-20 mph faster than that. The widening of the intersections will promote faster through traffic and speeding on our community streets. The widening of both intersections will reduce property values by the taking of land, the increase in speeding through the intersections, and the destruction of the character of this historic location. Church Road dates back to the Revolutionary War Era. Please remove this project from your plan. Sincerely, Teresa Warnick

Comment ID: 14

**Public Comment Form  
Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.183**

**Name:** Terry Muldawer

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

I must speak out against the proposed right turn lane from Southbound Greenwood Avenue onto Westbound Route 73. Having witnessed drivers' behavior at such intersections in the area, I am concerned about drivers going straight across Route 73 who tire of waiting while stuck behind left turning vehicles. These drivers often make sudden moves to the right turning lane, putting drivers properly in that in that lane at a high risk of an impact. Considering the relatively low number of right turns in comparison to left turns and straight across traffic, this is apoorly conceived project.

Comment ID: 96

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.184**

**Name:** Thomas K. McHugh

**County:** Montgomery County

**Project Title:** PA 73, Church Road Intersection and Signal Improvements

**MPMS ID:** 16334

**Comment:**

This project should be removed from the TIP because it will dramatically change the character of our community from a desirable inner ring "first suburb" developed in the 18th and 19th centuries to modern "suburban sprawl." The ugliness of the project will decrease property values in the nearby neighborhoods and facilitate more unwanted traffic.

Comment ID: 10

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.185**

**Name:** Thomas K. McHugh

**County:** Montgomery County

**Project Title:** Edge Hill Road Reconstruction

**MPMS ID:** 57865

**Comment:**

The site of this project is at the center of the heaviest fighting during the Revolutionary War Battle of Edge Hill. Contractors should be asked to be alert for iron cannon balls, lead musket balls, brass buttons and buckles, and especially steel bayonettes which were used to mark graves.

Comment ID: 11

5/25/12

**Public Comment on:**

**MPMS# 16334**

**MPMS#84642**

Two projects in the 2013 draft TIP are not “improvements” at all, but rather, exacerbate excess automobile use, energy consumption, emissions and traffic congestion, while undermining public transit goals.

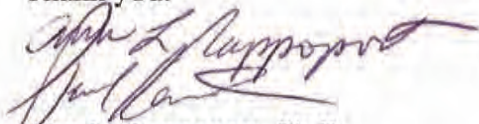
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These projects take a short-sighted and counterproductive approach to regional transit issues that require wiser investment in long-term goals. Better planning would support more frequent rail service to/from increasingly distant suburbs and those stations which motorists leapfrog over when they drive their cars to catch trains at the Jenkintown station.

Without that solution, no amount of traffic intersection adjustments or parking garage “band-aids” will properly serve the region.

In addition to being wasteful and contributing to pollution, these two poorly conceived projects defy the 6 principles of SEPTA’s “livability initiative,” which includes providing more transit choices, supporting existing communities, valuing communities and neighborhoods and enhancing economic competition.

Thank you.



Ann L. Rappoport, Ph.D.

Paul Rappoport, Ph.D.

114 E. Waverly Road, Wyncote PA 19095  
215-884-4155; annrappoport@comcast.net



## LIMERICK TOWNSHIP

646 WEST RIDGE PIKE  
LIMERICK, PENNSYLVANIA 19468

### ADMINISTRATION OFFICES

(610) 495-6432  
FAX (610) 495-0353  
FAX (610) 495-0952

### POLICE DEPARTMENT

(610) 495-7909  
FAX (610) 495-5702

June 1, 2012

*Sent Via email: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)*

Plan/TIP/Conformity Comments  
c/o DVRPC Public Affairs Office  
190 N. Independence Mall West, 8th Floor  
Philadelphia, Pennsylvania 19106

### RE: Draft TIP and Plan Amendment

To Whom It May Concern:

This comment pertains to a current TIP project, the US 422 Sanatoga Interchange Ramp Improvements, MPMS #89715. The Fiscal Year (FY) 2011-2014 TIP for Pennsylvania includes \$400,000 for Preliminary Engineering, with the funding code of "Local". In reviewing the draft TIP we are unable to find this project, and thus are requesting confirmation that it will continue to be included.

Limerick Township considers the planned improvements to this interchange to be of utmost importance. The open lands around the interchange are subject to future development, and thus the Township has coordinated with DVRPC, Montgomery County, PennDOT, and other agencies to plan for this coming development, and the resultant increase in traffic. While the timing of the development is driven by economic conditions, the eventuality of this development is all but certain. Currently the interchange operates near capacity. As the Township continues to grow, the existing roadway network will be pushed to the point that improvements will be necessary in order to reduce congestion, improve safety and air quality, and enhance the regional mobility. Thus, it would be prudent to continue the planning of the improvements, and maintain this project's place on the TIP.

Presently Limerick Township is in the process of preparing a Point of Access study and has committed \$400,000 for this preliminary engineering. Over the last year the Township has been working with Local, State and Federal stakeholders to gain a better understanding of the potential funding that may become available. As this potential funding becomes clearer, it is anticipated this project would proceed at an accelerated rate.

We appreciate your further consideration.

Sincerely,

LIMERICK TOWNSHIP

Daniel K. Kerr  
Township Manager

cc: Limerick Township Board of Supervisors  
Leo Bagley – Montgomery County Planning Commission



**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.188**

**Name:** Mark Frog Harris

**County:** Philadelphia County

**Project Title:** General Comment

**Comment:**

Lancaster Avenue in Philadelphia has two intersections where traffic backs up badly. They are at 48th Street and 52nd Street. Funding should be made available to improve these trouble spots.

Comment ID: 84

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.189**

**Name:** Jon Frey

**County:** SEPTA

**Project Title:** System Improvements

**MPMS ID:** 60557

**Comment:**

I oppose project 60557. Past implementations of TSP systems on SEPTA surface routes have yielded no benefit to the riding public. Route 15 for example had a TSP system installed in 2004 with the return of streetcar service, but all trolleys still stopped at red lights at every intersection. This project is a tremendous waste of taxpayer money and an insult to the public for having to fund technology endorsed by SEPTA "planners". Past implementations of this technology by SEPTA has largely been a colossal failure.

Comment ID: 106

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.190**

**Name:** Karl Rahmer

**County:** SEPTA

**Project Title:** System Improvements

**MPMS ID:** 60557

**Comment:**

I oppose this project because it is unfunded as DVRPC has diverted funding to non-essential projects. See TIP items 60557, 60611.

Comment ID: 89

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.191**

**Name:** Karl Rahmer

**County:** SEPTA

**Project Title:** System Improvements

**MPMS ID:** 60557

**Comment:**

I oppose this project because it offers no benefit the riding pubic. SEPTA's TSP programs have been complete failures in the past (see Route 10, 52, 66 and 15.). This onl adds to SEPTA's operating costs and detracts from funding available to actually operate service. Remove this project from the TIP.

Comment ID: 88

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.192**

**Name:** john Scott

**County:** SEPTA

**Project Title:** Fare Collection System/New Payment Technologies

**MPMS ID:** 60611

**Comment:**

According to SEPTA's FY 2012-2013 Capital budget, the New Payment Technologies capital program is budgeted at \$175 million dollars. Page 240 of DVRPC's proposed FY 2013-2016 TIP budgets this program at \$228.8 million dollars, a disparity of \$53.8million dollars. I object to this project on the grounds that the cost has escalated from what the public was originally told by SEPTA, and that there is no mention of cost increases or disparities between SEPTA's capital budget and DVRPC's proposed TIP.

Comment ID: 85

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.193**

**Name:** Jon Frey

**County:** SEPTA

**Project Title:** Fare Collection System/New Payment Technologies

**MPMS ID:** 60611

**Comment:**

I oppose this project on a number of grounds, however for the record, SEPTA has increased the cost of this project by \$56.8 million dollars in one year with no explanation available to the general public. The total cost is now a staggering \$228.8 million.

Comment ID: 105

**Public Comment Form  
Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.194**

**Name:** Karl Rahmer

**County:** SEPTA

**Project Title:** Fare Collection System/New Payment Technologies

**MPMS ID:** 60611

**Comment:**

I oppose this project because of the lack of transparency on the cost. SEPTA advertised this as a \$175 million dollar project in their capital budget and the project is now listed as \$228.8 million in DVRPC's TIP. There is no explanation on why the cost is higher, who made it higher, and when the increase occurred. For all the public knows, DVRPC is pocketing the difference.

Comment ID: 87

**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.195**

**Name:** Jon Frey

**County:** SEPTA

**Project Title:** Substation Improvement Program

**MPMS ID:** 60651

**Comment:**

I oppose MPMS 60651 in its current form, which lacks funding for any improvements to power substations on SEPTA's railroad network. DVRPC and SEPTA have willfully chosen to fund a pointless TSP system, train station renovations and a fare card system that is already over budget instead of critical infrastructure which if rendered inoperable, will make all of the other funded projects pointless, because there will be no transit riders to use those improvements once trains stop running. DVRPC and SEPTA needs to check their priorities again.

Comment ID: 107



**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.196**

**Name:** Bob Morgan

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

There are two issues that SEPTA needs to address before wasting money on a garage that will be a blight on the community. (1) The primary appeal of the Jenkintown train station is the frequency of service. Improved service to the outer areas of the greater Philadelphia area would encourage riders to use stations closer to their homes. This would achieve all of the benefits for which public transportation strives. (2) Improve parking in the outer areas. A complaint that I hear often from people driving past their "home" station is that parking is unavailable. Lots with fewer than 100 spaces fill up too quickly. A better alternative would be to increase the parking fee at Jenkintown to the rate proposed for the new garage. This increased rate would discourage enough long distance drivers to use their home station (or other less crowded stations) such that overcrowding at Jenkintown would not be an issue. As a society, we need to recognize that you cannot always increase Supply to meet Demand; sometimes a premium is required to control Demand. I chose to live here SO I COULD WALK to the train (as I have every commuting day since 1993); the taxes paid in Cheltenham are the premium for this privilege. Overall, the proposed parking garage will have absolutely no positive impact in ridership for SEPTA. If you want to increase SEPTA ridership, improve frequency of service.

Comment ID: 32

Item ID# A.197, A.205, A.199, A.200, A.206

**Name:** Jeffrey Olawski

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

PROJECT DESCRIPTION IS MISLEADING The project description mentions a feasibility study conducted by the Hillier Group. Describing that work as a feasibility study is misleading. What was undertaken by Hillier Architecture over 8 years ago included only a handful of local residents, most of who are no longer living in the area. The scope of the so-called "study" presented 3 or 4 architectural design concepts for a garage and then had that small group of residents choose their preferred alternative. The process was more akin to being invited to go for an ice cream and then being asked if you want vanilla, chocolate or strawberry. There was never any substantive exploration of the justification for, or alternatives to, the proposed garage. To date, this project lacks local public support. SUFFICIENT DETAIL ON PROJECT COST IS MISSING In 2008 the project was estimated to cost approximately \$40M. That cost was recently projected to be over \$60M. Not only does the current proposed draft TIP fail to mention the project cost, it fails to substantiate the justification for the cost increase. Further, the prior TIP had the funding programmed under ERC "Engineering, Right-of Way and Construction. However, the proposed draft 2013 TIP does not include the proposed funding category. Is this because the design has been completed? POSSIBLE NEPA VIOLATIONS The earmark provided for under the 2005 SAFETEA-LU legislation did not provide a waiver from having to comply with NEPA. NEPA requires agencies to undertake "an assessment of the environmental effects of their proposed actions prior to making decisions. Apparently, SEPTA has already decided to proceed with this project despite not having fulfilled its NEPA obligations. Information provided by SEPTA over 2 years ago indicated the project was at 60% design completion. Federal funds cannot be allocated towards design or construction of a project prior to the Federal Transit Administration "the lead federal agency" issuing a record of decision. The procedural history of this project is in stark contrast to the procedure mandated by the NEPA legislation. It was because of projects like this, where decisions were made and design completed before any substantive public scrutiny and analysis of impacts and alternatives, that the NEPA legislation was enacted. POSSIBLE CLEAN AIR ACT VIOLATIONS The proposed project will have, at best, a negligible effect on improving the region's air quality. It will most likely wind up making it worse, as it promotes driving further from one's place of residence to catch a train. An analysis has revealed that many commuters using the Jenkintown-Wyncote station (J-W) bypass several SEPTA stations en route to J-W, either because those bypassed stations have inadequate local service or inadequate parking. BAD POLICY & INVESTMENT CHOICE With an effective design life of at least 50 years, perhaps longer, this project will leave a multi-generational legacy. In light of our present energy concerns and climate change, which are part of having to deal with the deferred cost of decades of sprawl, one has to ask if we are making the right investment in our infrastructure. At a cost close to \$300,000 per new parking space, proceeding with this project may very well be the modern day equivalent of investing in buggy whips during the dawn of the automotive age.

Comment ID: 128

Item ID# A.201, A.203, A.198, A.204, A.202

**Name:** Jeffrey Olawski

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

PROJECT DESCRIPTION IS MISLEADING The project description mentions a feasibility study conducted by the Hillier Group. Describing that work as a feasibility study is misleading. What was undertaken by Hillier Architecture over 8 years ago included only a handful of local residents, most of who are no longer living in the area. The scope of the so-called "study" presented 3 or 4 architectural design concepts for a garage and then had that small group of residents choose their preferred alternative. The process was more akin to being invited to go for an ice cream and then being asked if you want vanilla, chocolate or strawberry. There was never any substantive exploration of the justification for, or alternatives to, the proposed garage. To date, this project lacks local public support. SUFFICIENT  
DETAIL ON PROJECT COST IS MISSING In 2008 the project was estimated to cost approximately \$40M. That cost was recently projected to be over \$60M. Not only does the current proposed draft TIP fail to mention the project cost, it fails to substantiate the justification for the cost increase. Further, the prior TIP had the funding programmed under ERC – Engineering, Right-of Way and Construction. However, the proposed draft 2013 TIP does not include the proposed funding category. Is this because the design has been completed? POSSIBLE NEPA VIOLATIONS The earmark provided for under the 2005 SAFETEA-LU legislation did not provide a waiver from having to comply with NEPA. NEPA requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Apparently, SEPTA has already decided to proceed with this project despite not having fulfilled its NEPA obligations. Information provided by SEPTA over 2 years ago indicated the project was at 60% design completion. Federal funds cannot be allocated towards design or construction of a project prior to the Federal Transit Administration – the lead federal agency – issuing a record of decision. The procedural history of this project is in stark contrast to the procedure mandated by the NEPA legislation. It was because of projects like this, where decisions were made and design completed before any substantive public scrutiny and analysis of impacts and alternatives, that the NEPA legislation was enacted. POSSIBLE CLEAN AIR ACT VIOLATIONS The proposed project will have, at best, a negligible effect on improving the region's air quality. It will most likely wind up making it worse, as it promotes driving further from one's place of residence to catch a train. An analysis has revealed that many commuters using the Jenkintown-Wyncote station (J-W) bypass several SEPTA stations en route to J-W, either because those bypassed stations have inadequate local service or inadequate parking. BAD POLICY & INVESTMENT CHOICE With an effective design life of at least 50 years, perhaps longer, this project will leave a multi-generational legacy. In light of our present energy concerns and climate change, which are part of having to deal with the deferred cost of decades of sprawl, one has to ask if we are making the right investment in our infrastructure. At a cost close to \$300,000 per new parking space, proceeding with this project may very well be the modern day equivalent of investing in buggy whips during the dawn of the automotive age.

Comment ID: 167

Item ID# A.207

**Name:** John Scott

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

E. According to SEPTA's 2009 study (which remains incomplete), the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes: 1. All current parkers (approx 540) 2. A portion of all walkers, bikers, and drop offs. 3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote. 4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote. 5. All of the permit parkers, some of whom are clearly NOT parking at JW. For future demand and garage efficiency, they added the following: 6. A growth rate multiplier based on the riders above. 7. A capacity multiplier so that the garage had a spare 5%. EVERY SINGLE PARKER included in their existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking. SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line. It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated. PA-TEC analysis of the Jenkintown-Wyncote parking garage project studies have revealed that the planning and studies have been done in a vacuum - that while it is true there is high demand for parking, it was not clear whether it was higher anywhere else, nor was it clear that Jenkintown-Wyncote was the cheapest place to meet the demand. SEPTA's own study showed a sizable percentage of non-local riders. SEPTA's own statistics also showed higher demand for parking at places like Warminster, despite far lower frequency of service. SEPTA has not completed, or attempted to complete a regional parking and commuter rail demand analysis. There is no planning for past, current and future population growth in Bucks County. There is only a poorly executed study in Jenkintown which basically asked existing drivers there on ONE day, "If we add parking, will you still park here?" Then there is the conclusion that all the people using Jenkintown-Wyncote instead of their home station use it because of frequency of service, use it every day, and will continue to use it, regardless of how high gas or parking prices go. PA-TEC challenges these assumptions until SEPTA has compiled better data. PA-TEC has concluded that data from a true regional study will ultimately point to reactivation of the R8 Newtown Commuter Rail Corridor as a solution, just PA-TEC's studies have indicated. SEPTA and the DVRPC need to independently come to these conclusions through a better executed study and planning process, and is a much better way to spend taxpayer money.

Comment ID: 8

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.208**

**Name:** Jon Frey

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

I oppose this project because SEPTA's 2009 study made insufficient conclusions that the addition of parking would not cause an increase in air pollution as a result of passengers abandoning their local station in favor of driving to Jenkintown for higher frequency of service. A superior alternative is the reinstatement of regional rail service on the out-of-service Fox Chase-Newtown line to Upper Southampton Township. DVRPC declined to add this project to their planning work program in 2010 following the recommendation of SEPTA CFO Richard Burnfield.

Comment ID: 104

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.209, A.219**

**Name:** Karl Rahme

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

I oppose this project because it forces Bucks County residents to drive further to reach a station with accessible parking since all SEPTA stations near me are full. I support the reactivation of SEPTA train service on SEPTA's Newtown line to Southampton Station as a better alternative to concentrating parking in one location. Second Street Pike in Upper Southampton is a very congested roadway, and driving further will only make traffic here worse. Please delete this project from the TIP.

Comment ID: 86

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.210**

**Name:** Lenore Davies

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

The project is more than \$60M to add high level platforms and an additional 200 parking spaces. This is a huge waste of tax dollars. SEPTA must stop the trains at all the stations at a minimum of every 30 minutes to keep riders close to their homes and communities. Remove this project from the TIP. The community does not want this ugly massive structure in our residential community. SEPTA must change the floodplain because the location for the project is 100% in the current floodplain. SEPTA has completed its first step to change the floodplain by enlarging a culvert on Chelton Hills Drive. This change has allowed a larger volume of stormwater to travel faster to the East side of the Township. SEPTA is responsible for causing stormwater flooding and damage to many homes in the Elkins Park area of the Township with its initial effort to change the floodplain. A garage must not be built in the existing floodplain otherwise more residents will sustain damage from stormwater. This massive proposed parking garage is adjacent to the Wyncote Residential Historic District, listed on the National Historic Register. This project will severely damage property values and the character of this historic district. 76.5% of those who park at the Jenkintown-Wyncote station bypass their local (home) rail stations due to the lack of service and parking at their local (home) stations. Increase parking and service to the outer stations where those riders live and reduce the cars on our roads and greenhouse gas emissions. This will leave parking spaces available for those who claim Jenkintown-Wyncote their local (home) station. Residents, like myself, whose professions are architecture and planning offered alternative ideas to provide additional parking spaces, which SEPTA officials would not discuss. Sincerely, Lenore Davies AIA

Comment ID: 75

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.211**

**Name:** Nancy Zosa

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

Concern: SEPTA's plan to build parking garage at the Jenkintown-Wyncote train station. I am a resident of Wyncote, who strongly objects to the building of a proposed SEPTA 700 car parking garage on a 75,000 square foot piece of land. The sole purpose being easy access to automobiles. The use of our tax dollars to build garages is unacceptable. In Cheltenham township we already pay high local taxes. If the garage is built the cost of security ( studies have shown parking garages are a sight for increased criminal activity ), upkeep and repair of roads will obviously go up. Money should be spent on providing better services and expanding rail lines. As a country we should be more creative in our thinking about mass transportation, cutting down on greenhouse gases and the stress of dealing with traffic. We as a nation are spoiled. We want to jump in our cars all too much, while the rest of the developed world already has much better mass transit systems. Instead of pushing cars as a major mode of transportation, we should be taking the lead in the innovation of alternate forms of transportation. SEPTA already has a network of rail lines and stations with which they can work. Imagine how great our rail system could be if DVPC and SEPTA dared to actually listen and enact some of our citizens' ideas. Where are our priorities ? Sincerely, Nancy Zosa

Comment ID: 43



Item ID# A.212

**Name:** Neil Boyden Tanner

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

We all recognize the need to invest in public transportation. However, investing in more parking at a train station that already induces riders from other train station areas is NOT an investment in public transportation but rather an incentive to put more cars on the road. SEPTA's own studies already show that most of the people who park in Jenkintown's train station live closer to other train stops (nearly 80% of the parkers). Some travel incredibly far to Jenkintown. The reason? A lack of trains in their local station. Who can blame them for preferring to drive closer and park when there is only 1 train an hour where they live?! If these monies could instead be invested in additional train service, it would accomplish more community goals such as increased ridership, fewer cars on the road, and protection of our environment. We also do not believe that an increase in parking actually addresses any need. I take the train every morning (ranging from as early as 6 am to as late as 9:30) and I have never encountered a completely full lot. My first hand experience caused me to be concerned about the data being used to justify this project, and that was confirmed when the community engaged experts to review the data. World-class statisticians/scientists have reviewed the data being used to support this project and have shown the innumerable problems with it (and the way it was gathered). In fact, it has been demonstrated that there were patently false statements made in the project plan. These experts have repeatedly demonstrated these flaws yet nothing appears to change. Perhaps more important than mere flaws, however, we believe that the data itself shows why this is not the right project for the community because it shows that even before the parking garage, the lack of train service at other stations was encouraging people to drive outside of their local communities and existing public transportation offerings. This seems to strike at the heart of why we invest in public transportation. Lastly, in addition to the false and flawed data which will likely become a very uncomfortable public issue for all involved, there are some basic issues of concern to all Pennsylvanians. Putting aside all of the data and arguments, as public servants I would think everyone would be as concerned as the local neighbors and taxpayers that we would spend nearly \$60 million for the benefit of 200 extra parking spaces. \$300,000 per parking space will surely result in a public outcry in a time of financial difficulty for many families. It has already cost many local politicians their jobs. As if all of the foregoing were not enough, the community is concerned that any large parking garage would be built in a floodplain, in a historically protected district and next to a bird sanctuary. Should this project proceed, I would anticipate years of litigation from the community on environmental, historical, safety and other grounds which in the end will make this cost much more than \$300,000 per parking space and a drain on the region's already-stretched resources. Thus, I would ask that this project be reconsidered and instead the monies be invested in increasing train service throughout the region. Thank you for your consideration.

Comment ID: 16

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.213**

**Name:** Ronald C Dunbar

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

SEPTA's proposed 700-car parking garage at the Jenkintown-Wyncote (J-W) commuter rail station should absolutely be removed from the TIP. It is an ill-conceived project that will induce more people to drive more miles to entrain for the city, contravening national, state, and (should be) DVRPC policy. As population has expanded into the more distant suburbs in recent decades, SEPTA has reduced service and closed many stations, thereby forcing more and more people to drive to an accessible station and hope to find parking. Instead of building an exorbitantly wasteful garage on a flood plain in a residential area, SEPTA should spend the money on more parking at outlying stations and on more ways to increase service to those stations. That's the right and sensible way to increase ridership. Take the \$30 million for the garage out of the TIP. Leave in the other millions for a raised platform and other surface improvements. Refocus the money where it will really help to reduce traffic and pollution and the nation's dependency on foreign oil.

Comment ID: 145

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.214**

**Name:** Suzanne Monsalud

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

This project is a complete waste of tax payer's money. Surveys indicate that riders would prefer not to drive outside their communities to park at a mega station. This is an historic neighborhood and should not be destroyed by additional traffic for a project that is not necessary or endorsed by the majority of the community.

Comment ID: 58

Item ID# A.215

**Name:** Teresa Warnick

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

Remove MPMS#84642 from the TIP. It is a waste of tax money and would harm our neighborhood. The latest survey of rider parkers at Jenkintown-Wyncote Station showed that riders need and want more parking and better train service at their home station. They did not want to drive to Jenkintown and park. They wanted to be able to walk to the station near them. However, the train schedule limits their options. This is a daily waste of energy and money, and causes an increase in greenhouse emissions, contributing to the ravages of global warming. Mass transit should combat environmental damage, not increase it. Instead of building a garage in Jenkintown, SEPTA should stop the trains at all the stations at a minimum of every 30 minutes to keep riders close to their homes and communities. The existing train station was designed by Horace Trumbauer and is a unique and beautiful building. Building an ugly cement parking garage and constructing a higher platform will detract from the beautiful historic station. This is the wrong site for a large cement structure, since the location for the project is 100% in the current floodplain. SEPTA has completed its first step to change the floodplain by enlarging a culvert on Chelton Hills Drive. This change has allowed a larger volume of stormwater to travel faster to the East side of the Township. SEPTA is responsible for causing stormwater flooding and damage to many homes in the Elkins Park area of the Township with its initial effort to change the floodplain. A garage must not be built in the existing floodplain otherwise more residents will sustain damage from stormwater. The underground walkway connecting both sides of the station floods now whenever there is more than a quarter inch of rain. A garage will make this worse, not better. This project will severely damage property values and the character of this historic district. This massive proposed parking garage is adjacent to the Wyncote Residential Historic District, listed on the National Historic Register. The claim that there are no available parking spaces is false. We live near there and take the train daily. We have not yet failed to find parking, in spite of the fact that Septa has increased the number of vehicles and junk that take up existing parking spaces. One of the major reasons we moved here was to be able to walk to the train station. Increasing the number of spaces will increase traffic and make our pleasant walk more dangerous. An unsightly cement garage will decrease property values in a gorgeous historic district. Please remove this project from the plan. Sincerely, Teresa Warnick

Comment ID: 15

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.216**

**Name:** Thomas K. McHugh

**County:** SEPTA

**Project Title:** Jenkintown Platform and Garage Project

**MPMS ID:** 84642

**Comment:**

Remove MPMS84642 from the TIP. It is an extremely inefficient use of tax money. The latest survey of rider parkers at Jenkintown-Wyncote Station showed that riders need and want more parking and better train service at their home station so that they will no longer need to drive to Jenkintown-Wyncote Station. The survey also showed that 76.5% of the parkers at J-W Station drove away from their home station. This is a daily waste of energy and money, and causes an increase in GHG emissions.

Comment ID: 12

Item ID# A.217, A.218

**Name:** John Scott

**County:** SEPTA

**Project Title:** 69th Street Intermodal Parking Garage

**MPMS ID:** 87176

**Comment:**

PA-TEC Opposes the construction of a parking garage at 69th Street Terminal for the following reasons: 1. More riders will be enabled to abandon the use of feeder bus, trolley or light rail service to 69th Street Terminal in favor of driving. 2. Encouraging more riders to drive to the 69th Street Terminal will have a negative impact on ridership growth of feeder transit lines to 69th Street Terminal, and a negative impact on capital improvements that result in improved transit service. 3. This project creates new infrastructure that must be maintained by SEPTA and will reduce the amount of operating funding available to operate transit service in favor of operating parking facilities. SEPTA already operates other parking garages at a net loss. We strongly discourage SEPTA, DVRPC and elected officials from proceeding with this project. 4. DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the 69th Street parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first. See July 2010 DVRPC Regional Citizen Committee meeting minutes.

Comment ID: 9

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.220**

**Name:** B. Chadwick

**County:** Various Counties

**Project Title:** Worthington Mill Rd Br (Bridge)

**MPMS ID:** 12931

**Comment:**

general comment: Many of the bridge projects are REPLACEMENTS not REPAIRS\*. (1) Replacements, of course, are far more costly than repairs. (2) And, since many of the replacements involve WIDENING the bridge deck, the design should ensure appropriate facilities/features for safe, convenient and comfortable travel by foot or by bike across the bridge. Any bus stops on a bridge should be safe and comfortable too. \*Note: It's unclear if "reconstruction" projects mean replace or repair.

Comment ID: 129

**Public Comment Form  
Draft FY 2013 for PA**



**Item ID# A.221**

**Name:** Olga McHugh

**County:** Various Counties

**Project Title:** DVRPC Competitive CMAQ Program

**MPMS ID:** 48201

**Comment:**

MPMS# 48201 DVRPC Competitive CMAQ Program This item allows for the total ignoring of public comment. The DVRPC Board should not be selected by the Board of DVRPC - the money will be used based on political influence and not on project worthiness for you give no specific criteria or compliance to judge a projec's value to the region. I object to the use of public funds without direct public comment.

Comment ID: 138





Pennsylvania Transit Expansion Coalition  
P.O. Box 76  
Southampton, PA 18966  
[info@pa-tec.org](mailto:info@pa-tec.org)  
[www.PA-TEC.org](http://www.PA-TEC.org)

June 1, 2012

**Comments on FY2013-2016 Draft DVRPC Transportation Improvement Program**

The Pennsylvania Transit Expansion Coalition (PA-TEC) opposes the entire TIP for the following reasons:

1. The new PPP was not developed in consultation with interested parties, and was not approved in accordance with the law. The old PPP requires TIP actions to be presented to the RCC, which has not met since 5/2011. The FTA has yet to confirm that the period of time from the release of the PPP to the public to the close of comments has complied with federal requirements for the 45 day comment period.
2. The public was not provided adequate opportunity to comment on this TIP. **23 CFR §450.316** requires a 30 day comment period. Despite previous warnings on shortened comment periods, DVRPC has provided only 29 full days for public comment.
3. None of the TIP projects list a sponsoring official, representative, or agency. The public is left to guess who is ultimately responsible for placing a project in the TIP.

*In addition, PA-TEC provides the following comments and positions on the individual projects contained within DVRPC's proposed TIP:*

**MPMS 84642 – Jenkintown Platform and Garage Project**

PA-TEC opposes MPMS 84642 on the following grounds:

- A. This project has no local support from the Wyncote and Jenkintown Communities.
- B. DVRPC altered its public comment process because members of the public expressed unified opposition to this and other SEPTA garage projects.
- C. DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the Jenkintown parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first.
- D. DVRPC has withheld information from the public regarding the alteration of its public participation plan, which occurred as a result of a consensus of the public expressing interest in expanded rail service; information on various projects and operating policies, as requested under the Pennsylvania and New Jersey open records acts.
- E. According to SEPTA's 2009 study (which remains incomplete), the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes:



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1. All current parkers (approx 540)
2. A portion of all walkers, bikers, and drop offs.
3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote.
4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote.
5. All of the permit parkers, some of whom are clearly NOT parking at JW.  
For future demand and garage efficiency, they added the following:
6. A growth rate multiplier based on the riders above.
7. A capacity multiplier so that the garage had a spare 5%.

EVERY SINGLE PARKER included in SEPTA's existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking.

SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line.

It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated. PA-TEC analysis of the Jenkintown-Wyncote parking garage project studies have revealed that the planning and studies have been done in a vacuum - that while it is true there is high demand for parking, it was not clear whether it was higher anywhere else, nor was it clear that Jenkintown-Wyncote was the cheapest place to meet the demand.

SEPTA's own study showed a sizable percentage of non-local riders. SEPTA's own statistics also showed higher demand for parking at places like Warminster, despite far lower frequency of service.

SEPTA has not completed, or attempted to complete a regional parking and commuter rail demand analysis. There is no planning for past, current and future population growth in Bucks County. There is only a poorly executed study in Jenkintown which basically asked existing drivers there on ONE day, "If we add parking, will you still park here?"

Then there is the conclusion that all the people using Jenkintown-Wyncote instead of their home station use it because of frequency of service, use it every day, and will continue to use it, regardless of how high gas or parking prices go.



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PA-TEC challenges these assumptions until SEPTA has compiled better data. PA-TEC has concluded that data from a true regional study will ultimately point to reactivation of the R8 Newtown Commuter Rail Corridor as a solution, just PA-TEC's studies have indicated.

SEPTA and the DVRPC need to independently come to these conclusions through a better executed study and planning process, and is a much better way to spend taxpayer money.

#### **MPMS 60611 – Fare Collection System/New Payment Technologies**

According to SEPTA's FY 2012-2013 Capital budget, the New Payment Technologies capital program is budgeted at **\$175 million** dollars. Page 240 of DVRPC's proposed FY 2013-2016 TIP budgets this program at **\$228.8 million** dollars, a **disparity of \$53.8 million dollars**.

PA-TEC objects to this project on the grounds that the cost has escalated from what the public was originally told by SEPTA, and that there is no mention of cost increases or disparities between SEPTA's capital budget and DVRPC's proposed TIP.

#### **MPMS 60557 – System Improvements**

*The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality. Projects include but are not limited to: - City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013) - Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing - Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)- AQ Code: M6 County: SEPTA MCD: Various*

PA-TEC opposes MPMS 60557 (Transit Signal Priority) improvements on the grounds that past implementations of “traffic light changers” on SEPTA’s bus and trolley routes provided no tangible benefit to the riders and technological challenges prevented these systems from functioning on SEPTA routes 15 and 66. SEPTA has not been able to provide PA-TEC with any data regarding the use of these systems, let alone data that demonstrates their effectiveness in shortening travel times or decreasing operational costs.

Therefore the addition of ***un-needed infrastructure*** only inflates SEPTA’s annual operating costs and drains operating dollars towards non-essential systems and away from actual transportation services. Because this project provides no benefit to SEPTA’s operations or the riding public, PA-TEC recommends removal of this project from the TIP.



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### **MPMS 60651 – Substation Improvement Program**

*This program provides for improvements to the traction power supply system for SEPTA's rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the rehabilitation or replacement of substation equipment and substations that have exceeded their useful life. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality. Substations that will be renovated/replaced as part of this program include but are not limited to:- Ambler substation - \$8.8 million (FY 2019)- Bethayres substation - \$9 million (FY 2022-2024)- Chestnut Hill East substation - \$9 million (FY 2022)- Media-Sharon Hill substation at Clifton - \$3.3 million (FY 2019)- Equipment replacement at City Transit substations - \$17 million (FY 2022)- Jenkintown substation - \$39.4 million (Prior Years, FY 2019-2020)- Lenni substation - \$9.5 million (FY 2020-2021)- Morton substation - \$9.5 million (FY 2021-2022)- Wayne*

*Junction substation and Static Frequency Converter - \$60.1 million (FY 2020- 2022) Please refer to the Illustrative List of Unfunded Projects, MPMS #60651, for substation projects that have been deferred from SEPTA's capital program due to funding constraints.*

PA-TEC Objects to this project on the grounds that ***no funding has been allocated to upgrade, repair or replace any electrical substations on SEPTA's passenger railroad system.*** These critical components upon failure would render parts or all of SEPTA's railroad inoperative, as stated by SEPTA General Manager Joseph Casey before a state transportation committee at St. Joseph's University in June of 2010. DVRPC and SEPTA have instead ***prioritized non-essential infrastructure programs***, such as bus transit signal prioritization signals and bus layover loops over critical infrastructure.



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### **MPMS 87176 – 69th Street Intermodal Parking Garage**

*This project includes the design and phased construction of parking improvements at the 69th Street Transportation Center. The 69th Street Transportation Center is an intermodal transportation facility that serves as a terminus for SEPTA customers using the Market-Frankford Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million. SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project. As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. A **portion of the new parking facilities will also serve retail customers during evenings and weekends.***

PA-TEC opposes the 69th Street Intermodal Parking Garage Project (MPMS #87176 on draft TIP page 250), which is to be built above the current parking lot at the location at the end of the Market Frankford rapid transit line where Red Arrow railcars and buses depart outward. Persons who now make either leg of a transit trip through 69th Street Terminal would be enabled to **abandon use of transit** on one link of the trip or the other in favor of **driving to the new garage**, Driving part way instead of taking transit all the way would have all of the deleterious effects cited elsewhere". This project undermines the vitality of mass transit in Delaware County by decreasing bus and trolley ridership and increasing SEPTA's fixed infrastructure costs. In addition, as part of the garage is slated to serve area retail establishments, PA-TEC objects to this project on the basis that **public transportation dollars are being allocated to build premium parking for private businesses.**

Under Environmental Protection Agency rule CFR parts 51 and 93, a prospective transit agency system improvement cannot cause an increase in emissions. Therefore any TIP which contains the 69<sup>th</sup> Street parking garage project may bring EPA intervention.

**Public Comment Form**  
**Draft FY 2013 for PA**

★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**Item ID# A.225**

**Name:** Olga McHugh

**County:** Various Counties

**Project Title:** Transit Flex - SEPTA

**MPMS ID:** 65109

**Comment:**

MPMS# 65109 Transit Flex â€” SEPTA If History is a good indicator of SEPTAâ€™s use of funding, then no money should be given to SEPTA to choose one of its projects without direct oversight and public comment. SEPTA has wasted funding year after year without restoring its infrastructure to a state of good repair. With public funding limited, money given to SEPTA must be dedicated to its infrastructure and restoring its operations and hopefully expand its operations to the outer suburban sprawl localities. I object to the use of public funds without direct public comment.

Comment ID: 141

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.237**

**Name:** Olga McHugh

**County:** Various Counties

**Project Title:** General Comment

**Comment:**

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process. Sent via email at 4:55 PM on 06/04/12

Comment ID: 183

**Public Comment Form**  
**Draft FY 2013 for PA**



**Item ID# A.238**

**Name:** Olga McHugh

**County:** Various Counties

**Project Title:** General Comment

**Comment:**

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process. Sent via email at 4:49 PM on 06/04/12

Comment ID: 182



# THE COUNTY OF CHESTER

## COMMISSIONERS

Terence Farrell  
Kathi Cozzone  
Ryan A. Costello

Ronald T. Bailey, AICP  
Executive Director

## PLANNING COMMISSION

Government Services Center, Suite 270  
601 Westtown Road  
P.O. Box 2747  
West Chester, PA 19380-0990  
(610) 344-6285 Fax: (610) 344-6515



June 1, 2012

Elizabeth Schoonmaker  
DVRPC  
190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106-1520

### TRANSMITTED ELECTONICALLY

Re: DVRPC Draft FY2013 TIP – Technical Comments from the Chester County Planning Commission

Dear Ms. Schoonmaker:

Thank you for the opportunity to review and provide comments on DVRPC's Draft FY2013 Transportation Improvement Program (TIP). The attached table includes technical comments from the Chester County Planning Commission regarding several projects in Chester County.

Please let me know if you have any questions or concerns regarding these comments on the Draft FY2013 TIP.

Sincerely,

Natasha Manbeck  
Director of Transportation Services

cc: Richard Murphy, DVRPC  
Linda Guarini, PennDOT  
Jim Mosca, PennDOT

FY2013 Draft TIP  
 Chester County Planning Commission  
 Technical Comments  
 June 1, 2012

MPMS	Title	CCPC Technical Comment
14251	Chandler Mill Road Bridge	Revise the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."
14484	PA 41	Revise of the FY2013 TIP project description to reflect the current status of the project. Revisions to the TIP description must be coordinated with PennDOT, since PennDOT is the project lead. Possibly revise the description to the following: "Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010)."
14515	PA 100 Widening - Shoen Rd. to Gordon Rd.	Add the UTL phase to the TIP with \$100,000 from CON phase in FY13.
92733	Downingtown Pike Bridge over East Branch Brandywine	Add the following text to the FY2013 TIP project description: "Downingtown Pike (US 322) is the Bicycle PA Route L and is part of the Chester County Planning Commission's recommended bikeway network. The bridge provides a critical connection for bicyclists and pedestrians between the growth centers of West Chester and Downingtown and the needs of bicyclists and pedestrians will be considered as part of this bridge project."
TBD	Sunnyside Road (T326) Bridge over East Penn Railway	<p>Add the Sunnyside Road Bridge over the East Penn Railway to the FY2013 TIP as a local retro-reimbursement bridge project. The original Sunnyside Road Bridge was closed and demolished due to poor structural condition and in accordance with a PA Public Utility Commission (PUC) order. The PUC also issued an order to Penn Township to rebuild the Sunnyside Road Bridge. A rebuilt connection over the East Penn Railway will improve access and connectivity in this growing area of Chester County. It is a Smart Transportation solution to complete this connection of the local roadway network.</p> <p>Project Description: Rebuild the Sunnyside Road (T236) Bridge over the East Penn Railway in Penn Township. This bridge replacement will improve access, connectivity, and safety.</p> <p>Design is complete and construction bids will be received on June 5, 2012. The current cost estimate is:        Design - \$200,000        Construction - \$1,322,000</p> <p>As a retro-reimbursement project, state funds for 80% of the total cost would need to be identified to add the project to the FY2013 TIP. Based on current cost estimates, the amount of state funds needed is:        Design - \$160,000        Construction - \$1,057,600</p>



## DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER  
201 W. Front St. Media, PA 19063

### COUNCIL

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JOHN E. PICKETT, AICP  
DIRECTOR

May 14, 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 N. Independence Mall West, 8th Floor  
Philadelphia, Pennsylvania 19106

Dear Public Affairs Office:

The Delaware County Planning Department has the following substantive and editorial comments on the 5/1/2012 version of the draft FY 2013-16 Transportation Improvement Program for Pennsylvania Highways and Transit:

### PA Transit Program

Consistent with Delaware County Council's request to SEPTA for partial funding in the FY 2021 – FY 2024 timeframe of SEPTA's Capital Program for SEPTA's Elwyn to Wawa Regional Rail restoration project, we request partial funding for the project in the same time period of the TIP.

MPMS # 74840, *Commodore Barry Bridge Security Improvements – DRPA*: this project is included in the Transit Program. Because this is a roadway bridge project, it should be included in the Highway Program.

MPMS 60611, Fare Collection System/New Payment Technologies: In the 2<sup>nd</sup> paragraph of the description, change "Customer" to "Customized."

### PA Highway Program

MPMS 14747, 69815, and 69817, US 322: the descriptions should indicate that the four lane typical section would be with a median barrier or landscaped median, since a landscaped median is being considered for the Upper Chichester section. In each of the project descriptions, reference is made to MPMS 69818; to our knowledge, there is no such current project and it is not included in the draft TIP.



Delaware County Planning Department Comments

May 14, 2012

Page 2

MPMS 14747, US 322 Final Design: the last sentence of the description regarding inclusion in the *Delaware County Bicycle Plan* should be removed; US 322 is not included in the *Plan's* On-road Bicycle Improvement Network. How will the May 2012 TIP amendment which provides additional final design funding affect the FY 2017 final design funding for this project budgeted in the draft FY 2013-16 TIP?

MPMS 14891: The name of the road is "Darby Paoli Road" for both bridges.

MPMS 15185: The Old Forge Road bridge replacement has been awarded to a contractor; should it be removed from the TIP?

MPMS 15225, Ardmore Avenue Bridge: Change Haverford "Avenue" to Haverford "Road" in the description.

MPMS 15306, Sellers Avenue Bridge: Change "R2" in the title and limits to "Wilmington Newark."

MPMS 15345, PA 252: Change the first word of the second line of the description from "southern" to "northern."

MPMS 15368, Manoa Road Bridge: Change "Grove Place" to "Karakung Drive" in the description to provide a more precise location. Add "This road segment is included in the *Delaware County Bicycle Plan*."

MPMS 15406, PA 452 Bridge: Change "R2" in the title and limits to "Wilmington Newark." Change Bicycle Plan statement to read "This road segment is included in the *Delaware County Bicycle Plan*." Remove second Bicycle Plan sentence.

MPMS 47147, 3<sup>rd</sup> Street Dam: The limits should be "Over Broomall Lake/tributary to Ridley Creek." Remove "Project currently in litigation" from description.

MPMS 48168, Baltimore Pike signals: The limits should be clarified. Is it "PA 420/Woodland Avenue to US 13/Church Lane" or "At PA 420/Woodland Avenue and Bishop Avenue to US 13/Church Lane?" If the former, there are 21 signals. The description should discuss which intersections are included and whether the PA 420 intersection signal is being upgraded separately from the other section and what the PA 420 improvements entail.

MPMS 57757, Morton Avenue Intersection: Change title to "Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk." Limits

Delaware County Planning Department Comments

May 14, 2012

Page 3

should be "Morton Avenue from Swarthmore Avenue to 9<sup>th</sup> Avenue." Change "9<sup>th</sup> Street" in description to "9<sup>th</sup> Avenue."

MPMS 57772, Convent Road Bridge: Since the bridge is .1 mile from the proposed Chester Creek Trail, add the statement "This project is subject to standard PennDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist" to the end of the description.

MPMS 57773, Lloyd Street Bridge: In the title, change "R2" to "Wilmington Newark." Change limits to "between 5<sup>th</sup> and 6<sup>th</sup> Streets."

MPMS 57780, Rt. 322/Comm. Barry Bridge: The ramps were opened to traffic in October 2011. Does it need to remain in the TIP?

MPMS 64790, MacDade Blvd.: Remove the Sharon and Jackson Avenue intersections from the project description. Change "eleven" to "nine" in the first line.

MPMS 65911, Marcus Hook Streetscape: In the first sentence of the description, the wording should be "...and construct the Borough's portion of the larger East Coast Greenway."

MPMS 65914, Sharon Hill Train Station: The project manager is Liz Smith.

MPMS 69817, US 322 Featherbed Lane to I-95: The limits should end with "...CSX bridge."

MPMS 70219, PA 291: Change "Wanamaker Avenue" to "2<sup>nd</sup> Street" in the 5<sup>th</sup> line of the description.

MPMS 70245, Chester City Access Improvements II: Add "SR 0013" to "SR 2028," since the intersection improvements at Chestnut St./10<sup>th</sup> St./Morton Avenue include a portion of SR 0013. Change limits from "10<sup>th</sup> Street to 12<sup>th</sup>" to "I-95 to 5<sup>th</sup> Street."

MPMS 71200, PA 291: Change title to "Tinicum Fort Mifflin Trail." Change "Rural Area" Planning Area to "Developed Community." In description, remove first sentence and "Also included in the project is" at beginning of second sentence. Remove "Additional funding is included in project MPMS# 71200."

MPMS 72913, Chester Commercial Business District: Change "sixth" to "Welsh" in the third line of the description.

Delaware County Planning Department Comments

May 14, 2012

Page 4

MPMS 77472, Knowles Avenue: This project was let 7/21/2011. Does it need to remain in the TIP?

MPMS 80051, Rosemont Avenue Bridge: Does the reference to 12 tons in the description refer to a vehicular weight restriction? If so, wording should indicate this.

MPMS 86368, Mount Alverno Road Bridge: A statement that the bicycle and pedestrian checklists will be incorporated into the project should be added, especially since the Chester Creek rail-trail will be located about .1 mile from the bridge.

MPMS 87109, Swarthmore Borough Pedestrian Access: Add "railroad underpass" to end of Limits.

MPMS 87119, Nether Providence Township Sidewalks: In 3<sup>rd</sup> line of description, "Study" is misspelled.

MPMS 87120, Upper Darby Township Sidewalks: Limits should be "Township Line Road."

MPMS 87940, Pedestrian and School Children Safety: Add "Sarah's Way" to end of Limits.

MPMS 90473, 90477, 90478, and 90480, Chester City grade crossings: In the 2<sup>nd</sup> line of the descriptions, change "upgrade" to "upgraded." In the 4<sup>th</sup> line, change "crossing" to "crossings." In the 2<sup>nd</sup> line of 90473, "pedestrian" is misspelled. At the end of the description for 90477, change "Highland Avenue" to "Flower Street." At the end of the descriptions for 90478 and 90480, change "Highland Avenue" to "Norris Street."

MPMS 92315, 92316, and 92317, Ruth Bennett House contracts: The parent project, MPMS 77085, indicates a let date of 3/14/2013. Should the let dates for these three sub-contracts be the same date, rather than "No Let Date"?

MPMS 92323, Wanamaker Avenue Bridge: In Limits, "Delaware" is misspelled. Add wording for "Improvement." In description, "park" should be capitalized. Add "This road segment is included in the Delaware County Bicycle Plan."

MPMS 92808, Marshall Road Bridge: Add wording for "Improvement." In description, change "69<sup>th</sup> Street" to "Powell Lane" to be more exact for the location. Add "This road segment is included in the Delaware County Bicycle Plan."

Delaware County Planning Department Comments

May 14, 2012

Page 5

MPMS 95429, US 202 and US 1 Loop Roads: Change "Loops" to "Loop" in title. Limits should be "Completion of Hillman Drive and Applied Card Way." Improvement should be "Completion of loop road south of US 1." Municipalities should be "Chadds Ford and Concord Townships." Planning Area should be "Growing Suburb." Add sentence to description: "Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders."

MPMS 17900, Mobility Alternatives Program: Should "HER" at end of title be "ERH"?

MPMS 36927, Railroad/Highway Grade Crossings: For location #36723, change "East Thompson Road" to "Thomson Avenue". For #48860, "Wildell" is misspelled.

MPMS 64984, Highway Transportation Enhancements: In the description, provide the text for the end of the 3<sup>rd</sup> paragraph.

MPMS 65109, Transit Flex – SEPTA: In the 4<sup>th</sup> paragraph of the description, should the three years be FY 2013, 2014, and 2015? Add three zeroes to "\$51,663."

MPMS 75854 and 75855, District Program Management Services: In the description, indicate what the difference between the two projects is.

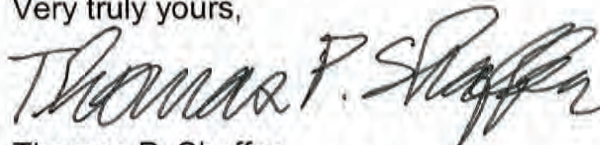
MPMS 80093, I-76, Regional Travel Information: In Limits, complete "Townships."

MPMS 84318, CMAQ Reserve Line Item: The title appears to be a misnomer. Is this project the annual allocation of CMAQ funds to the region? Is the amount for FY 2018 correct?

MPMS 95447, Local Bridge Line Item: Add a description for this project. How are pre-construction phases funded?

If you have any questions, contact me at (610) 891-5217 or [shaffert@co.delaware.pa.us](mailto:shaffert@co.delaware.pa.us).

Very truly yours,



Thomas P. Shaffer  
Manager, Transportation Planning

## Draft 2013-2016 TIP Edits City of Philadelphia

### 57894 Stenton Avenue

The construction funds should be shown as advance construct. This project is programmed on the FY11 TIP and the PS&E is scheduled to be submitted in July 2012.

### 70243 American Street

Change project limits to Master Street to Indiana Street.

### 73134 Torresdale Avenue

Increase the project construction phase by \$241,000 to address the most recent cost estimate which includes additional ADA ramp upgrades.

### 85417 Allegheny Avenue Safety Improvements

Correct the spelling of Allegheny Avenue and Aramingo Avenue.

### 91837 CW103B

The following streets have been removed from this package:

Chestnut Hill Avenue: Seminole Street to Bethlehem Pike

Seminole Street: Chestnut Hill Avenue to St. Martin's Lane

St. Martin's Lane: Highland Avenue to Mermaid Lane

Mermaid Lane: St Martin's Lane to McCallum Street

McCallum Street: Mermaid Lane to Allens Lane

St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

G Street: Hunting Park Avenue to Erie Avenue

54th Street: Upland Way to City Avenue

### 95450 Woodland Avenue Transit Signal Priority

Change limits to 42nd Street to Island Avenue. Change the last sentence in the first paragraph to: "Intersection improvements will take place between 42nd Street and Island Avenue and the interconnect will extend north on 42nd Street and west on Spruce Street to tie into existing interconnect at 38th and Spruce."

### MPMS TBD Traffic Signal Upgrades to Improve Mobility and Safety

The FY2011 Transportation Community and System Preservation Program grant for Traffic Signal Improvements should be added to the TIP. There is \$3,091,824 of TCSP funding available. The State will manage the project and will provide a 20% match of \$772,956. This project will implement signal prioritization on 5 transit routes to improve running times and reliability, thus improving traffic flow along capacity constrained arterials. The transit routes included in the scope are Route 13 (Chester Avenue/Kingsessing Avenue); Route 66 (Frankford Avenue); Route 6 (Ogontz Avenue); Route 60 (Allegheny Avenue); and Route 52 (52nd Street).





May 15, 2012

Ms. Elizabeth Schoonmaker  
Manager, Office of Capital Programming  
Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

Dear Ms. Schoonmaker:

The Southeastern Pennsylvania Transportation Authority (SEPTA) has reviewed the Draft Fiscal Year 2013 Transportation Improvement Program (TIP) for Pennsylvania (FY2013-2016) and is submitting the attached comments. The purpose of the requested changes is to make the draft DVRPC FY2013 TIP consistent with the information that SEPTA submitted to DVRPC on March 30, 2012.

If you have any questions regarding these comments, please contact Zoe Robertson, Manager, Grant Development. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, reading "Catherine Popp-McDonough".

Catherine Popp-McDonough  
Director, Capital Budget and Grant Development

Enclosure

cc: Richard Murphy - DVRPC

**Draft FY 2013 TIP for Pennsylvania (FY 2013-2016)  
SEPTA comments, May 2012**

**Draft TIP – Transit Project Listing**

**Page 230**

- Delete MPMS# **60286**, SEPTA Bus Purchase Program – 40'. [Note – This is an old TIP project record. The SEPTA Bus Purchase Program is in MPMS# 90512.]

**Page 249**

- Delete MPMS# **84642**, Jenkintown Platform and Garage Project. [Note – This is an old TIP project record.]
- Delete MPMS# **84643**, Malvern Station and Pedestrian Tunnel Improvements. [Note – This is an old TIP project record.]

**Page 251**

- The description for MPMS# **90497** was truncated/cut off. Please revise to include the following lines, which are part of the complete description for “Signals and Communications Systems”:
  - o Install standard communications infrastructure on the Airport Regional Rail Line, and between Temple Station and Wayne Junction Station on the Regional Rail Main Line. This effort will complement SEPTA’s Positive Train Control implementation.
  - o Replace existing Audio Visual Public Address (AVPA) signs at the platform and mezzanine levels of 30<sup>th</sup> Street Regional Rail Station with industry standard LED signs.
  - o Refurbish public address control units at all passenger stations on the Doylestown Regional Rail Line.
  - o Rail Operations Control Center (ROCC) communications system improvements.

**Page 253**

- Delete MPMS# **90509**, Infrastructure Safety and Renewal Program – Building and Bridges. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]

**Page 256**

- Delete MPMS# **90515**, Infrastructure Safety and Renewal Program – Communication and Signals. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]
- Delete MPMS# **90528**, Infrastructure Safety and Renewal Program – Power. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]

**Page 257**

- Delete MPMS# **92304**, Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA. [Note – This is an old TIP project record.]

[Continued, next page]

**Draft FY 2013 TIP for Pennsylvania (FY 2013-2016)  
SEPTA comments, May 2012**

**Draft TIP – Highway Project Listing**

**Page 210**

- Update MPMS# **65109**, Transit Flex – SEPTA as follows:
  - o Funding: Add \$17,083,000 per year in Fiscal Years 2021-2024
  - o Project Description:
    - Delete line beginning “FY11 funding...”
    - Delete line beginning “FY12, FY13, FY14...”
    - Add the following sentence: “FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.”

**TIP Project Maps & Indexes**

**FY 2013-2016 Transportation Improvement Program –  
Regional Public Transit Program [Map]**

- Add the following project to the map:  
**15407 – Villanova Intermodal Station Accessibility**
- In the “Projects not mapped” text box:  
MPMS# **95401** should be renamed MPMS# **73214** (current MPMS# for Ardmore Station)

**“Highlights of the Draft TIP” document**

**Page 10 (List of SEPTA projects)**

- The following items should be **deleted**:
  - o 60286 SEPTA Bus Purchase Program – 40’
  - o 84642 Jenkintown Platform and Garage Project
  - o 84643 Malvern Station and Pedestrian Tunnel Improvements
  - o 90509 Infrastructure Safety and Renewal Program – Building Bridges
  - o 90515 Infrastructure Safety and Renewal Program – Communication and Signals
  - o 90528 Infrastructure Safety and Renewal Program – Power
  - o 92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

Public Comments Received After the May 3, 2012 –  
June 1, 2012 Public Comment Period







## O'Neill Properties

2701 Renaissance  
Boulevard  
Fourth Floor

King of Prussia,  
Pennsylvania  
19406

Telephone  
610.337.5560

Facsimile  
610.337.5599

oneillproperties.com

Plan/TIP/Conformity Comments  
c/o DVRPC Public Affairs Office  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, Pennsylvania 19106

RE: Draft TIP and Plan Amendment

To Whom It May Concern:

I am writing to you on behalf of Sanatoga Interchange Associates, LP, a development affiliate of O'Neill Properties Group, and owners of 154 Evergreen Road in Limerick Township ("the Development"). This property has already been revitalized and redeveloped with a Costco, and plans for additional retail and restaurant development are underway. This comment pertains to a current TIP project, the US 422 Sanatoga Interchange Ramp Improvements, MPMS #89715. The Fiscal Year (FY) 2011-2014 TIP for Pennsylvania includes \$400,000 for Preliminary Engineering, with the funding code of "Local". We are writing to support Limerick Township's request that it will continue to be included in the TIP, as it is not currently found in the draft TIP.

The Development is a vital job-creation and economic development opportunity for the area; bringing thousands of jobs and millions of dollars of economic benefit to the region. Current development plans call for a total project cost of \$104,000,000, with \$18,000,000 of infrastructure improvements. The positive economic impact of construction alone is projected to be \$207,000,000 in spending, with total annual tax revenues of \$40,000,000, and an on-going annual economic impact of \$188,000,000. Total direct and indirect construction jobs and other one-time jobs created are estimated to be 1,014, and total direct and indirect permanent jobs created are projected to be 5,149. These figures were calculated using assumptions provided by Econsult in 2009.

The US 422 Sanatoga Interchange Ramp Improvements are critical to the success of the Development, and will help create thousands of jobs and new economic activity. Because of this we appreciate your further consideration in considering this project a priority in the TIP.

Sincerely,

Kevin Kyle  
Senior Project Manager  
Sanatoga Interchange Associated, LP

cc: Limerick Township Board of Supervisors  
Leo Bagley – Montgomery County Planning Commission

## Murphy, Richard

---

**From:** DVRPC Public Affairs  
**Sent:** Wednesday, June 27, 2012 10:35 AM  
**To:** Murphy, Richard  
**Cc:** JM.LORENZ@VERIZON.NET  
**Subject:** FW: Route 41

An email comment received.

---

**From:** Joan Vick [[mailto:f4228j\\_vick@epix.net](mailto:f4228j_vick@epix.net)]  
**Sent:** Sunday, June 24, 2012 11:38 AM  
**To:** DVRPC Public Affairs  
**Subject:** Route 41

I would like the DVRPC to seriously consider the following suggestions in your deliberations this week:

The \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), be re-instated for traffic-calming projects within the Route 41 corridor.

Traffic calming be instituted in Chatham Village as previously planned. A roundabout be built at the intersections of Routes 41 and 926 in Londonderry Township to provide a safe solution for this dangerous intersection as well as provide traffic calming at this high speed section of Route 41.

All effort be made to restore rather than replace historic bridges that provide natural traffic calming.

Thank you,  
Joan Vick  
PO Box 249  
Atglen, PA 19310

WALLACE TOWNSHIP HISTORICAL COMMISSION  
TOWNSHIP OF WALLACE, CHESTER COUNTY  
P. O. BOX 670  
1250 CREEK ROAD  
GLENMOORE, PA 19343  
610-942-2880

25 June 2012

Delaware Valley Regional Planning Commission  
Public Affairs Office  
190 North Independence Mall West, 8<sup>th</sup> floor  
Philadelphia, PA 19106

RE: Public Comment for Board meeting  
28 June 2012  
DVRPC FY2013 TIP for PA

Gentlemen:

The Wallace Township Historical Commission, in existence by municipal Ordinance since 1975, voted by unanimous decision this evening to support and endorse the following recommended change in the DVRPC FY2013 TIP for PA draft on proposed bridge projects on the Project Descriptions page that will be addressed during the DVRPC Board's meeting on Thursday, June 28, 2012.

That the Board votes in favor to "Update description of projects that are still in PE to indicate that structure may be rehabilitated or replaced. Final alternative is not known until NEPA clearance occurs and FHWA has requested this edit."

The proposed change will enable each proposed bridge project to be the subject of a complete cultural and environmental evaluation in accordance with Federal laws and regulations.

Sincerely yours,



Ms. Stephanie Grunwell, Chairman  
WALLACE TOWNSHIP HISTORICAL COMMISSION



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**Public Comment Form**  
**Draft FY 2013 for PA**

**★ TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

**RESPONSES TO PUBLIC COMMENTS  
ON THE  
DRAFT DVRPC FY2013-2016  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR PENNSYLVANIA**

**ALL RESPONSES RECEIVED**



## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)**

Response to: A.1

**Agency Response by PennDOT:**

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated and meet the project purpose and need.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

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**MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)**

Response to: A.2

**Agency Response by PennDOT:**

This project followed the Section 106 process and a Memorandum of Agreement has been approved for the replacement of this bridge.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

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**MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)**

Response to: A.3, A.4

**Agency Response by PennDOT:**

A Rehabilitation Feasibility Analysis has been done to determine if the bridge can be rehabilitated and meet the project purpose and need. A Consulting Parties Meeting will be scheduled in the near future.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

# Agency Responses

## On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

**MPMS# 13716 - Headquarters Road Bridge Over Tincum Creek**

Response to: A.5, A.6, A.7, A.8, A.9, A.10

### Agency Response by PennDOT:

Thank you for your comments regarding the Headquarters Road over Tincum Creek bridge replacement project. PennDOT is committed to providing a stream crossing which balances safety and usability for the public and emergency service personnel with the need to preserve sensitive environmental and cultural resources. You've raised several issues which we have addressed below.

#### 1. Structure Condition

Due to the structural deterioration of the Headquarters Road Structure observed during PennDOT inspection in July of 2006, it was determined that rehabilitation of the existing structure would not provide for a safe and reliable crossing for the transportation needs of the surrounding community. As a result of concerns raised during the initial consulting party meeting in August of 2006 an independent inspection was conducted by the design consultant to confirm the structural adequacy of the existing structure (specifically, the piers and abutments). The design consultant's study determined that due to the advanced condition of deterioration and distortion in the piers and abutments, and their inability to meet current structural and seismic design criteria, the existing substructure is unsuitable for reuse.

#### 2. Historic Significance and Section 106

The Keeper of the National Register has determined that although the structure is not individually eligible for inclusion on the National Register of Historic Places, the structure is a contributing resource to the Ridge Valley Rural Historic District. Due to this determination, any replacement alternative will result in an "Adverse Effect" and trigger the Section 106 consulting process to mitigate the impact to the Ridge Valley Rural Historic District. The purpose of this process will be for PennDOT and persons or organizations demonstrating interest in the project to discuss measures that will be implemented in the final design phase to mitigate the adverse impact that the project will have to the surrounding historic district.

#### 3. Safety

PennDOT is committed to providing a safe stream crossing for all motorists using the Headquarters Road Bridge. Both PennDOT and the Federal Highway Administration have design criteria for bridges which must be followed to ensure a safe structure is built. These criteria mandate that a design provides a minimum of two-lanes for travel. Any design that is not compliant with these criteria will be a safety liability to the State and thus cannot be reviewed as an alternative. Tincum Township's Board of Supervisors offered their concurrence on a two lane bridge design for Headquarters road in a letter to PennDOT dated March 16, 2011.

To fulfill safety and design standards, PennDOT has proposed a two lane bridge with a lane width of 12' and no shoulder allowing for 2 vehicles to use the bridge simultaneously. Due to concerns of potential for speeding raised during public meetings by residents of Tincum Township, the proposed bridge design will include the installation of stop signs at the intersection of Headquarters Road and Sheep Hole Road. This 3 way stop condition will ensure that motorists slow to a complete stop before making the sharp turn onto the bridge.

Since safety is a paramount concern, PennDOT's design process requires that design consultants analyze the latest five year crash data and present the findings and proposed design to a Safety Review Committee for review and approval before any concept is progressed to final design. The Headquarters Road Bridge is still in the preliminary stages of design and has not progressed to this stage however when it does, PennDOT's Project Manager will ensure that concerns regarding speeding are fully discussed at the meeting.

#### 4. Permitting and Regulatory Authorities

As with all projects which have impacts to sensitive environmental and cultural resources, a balance needs to be struck between delivering a safe structure which accommodates the needs of the local transportation network and the impacts to resources. For this project the Pennsylvania Department of Environmental Protection Southeastern Division and the United States Army Corps of Engineers will review the alternatives prepared by the designer and assess the proposed impacts to natural resources. The alternative that will be chosen by these regulatory agencies will be the one that either maintains or improves the existing conditions of the stream.

The United States Army Corps of Engineers (USACOE) will be the federal lead agency for the Section 106 Consulting Parties process and will be responsible for issuing the federal permit for work within Tincum Creek. The Pennsylvania Department of Environmental Protection will be the agency responsible for all work which takes place within the 100 year flood plain and will jointly issue a permit for these activities with USACOE. Through these permits both USACOE and DEP will ensure that impacts to the environment are minimized and, if possible, existing site conditions are improved. DEP will also be responsible for ensuring that this project meets criteria set forth by the Clean Water Act.

An Erosion and Sediment Pollution Control plan will be developed for this project to minimize the transfer and movement of

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

sediment on the work site and into Tinicum Creek. Currently the project is in the preliminary stages of design, in final design the E&S plan will be prepared to handle deposition of soil during construction operations. This plan will be prepared as part of the permit application package to be submitted and reviewed by DEP and USACOE

In addition to Tinicum Creek being classified as an Exceptional Value Stream, the creek is also classified as a Wild and Scenic Waterway under the Lower Delaware River Wild and Scenic Management Plan. Therefore the National Park Service has been engaged to ensure that both the historical character and environmental quality of creek and its related resources are preserved.

#### 5. Alternatives Analysis Study (AAS)

The AAS which Meliora reviewed as part of this comment was an abbreviated alternative analysis study, not the full AAS which will be part of the NEPA documentation. This report and the content presented is preliminary in nature and is meant to, in the preliminary stages of design, understand the basic site conditions and potential environmental impacts caused by multiple alternatives. The hydraulic data presented was not intended to be a full Hydrologic and Hydraulic Report and is subject to change when the detailed H&H report is advanced as part of the permit application.

#### Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

#### MPMS# 13727 - Bristol Road Intersection Improvements

Response to: A.11, A.12

#### Agency Response by PennDOT:

Thank you for your interest in the Bristol Road improvement project. You have raised some concerns which we have addressed below. The proposed work for this project is aimed to bring several safety improvements which are designed to help facilitate the safe movement of pedestrians and motorists.

As mentioned above, at its core, the SR 2025-001 (Bristol Road) project is a safety improvement project. The project focuses around improvements to seven signalized intersections. Included in these improvements are a center left turn lane which will result in some widening along Bristol Road. The posted speed limits will not change as a result of the addition of this left turn lane. The widening will improve safety at several signalized intersections, especially those that have a history of accidents. Improvements to the drainage system along Bristol Road will facilitate the transfer of runoff during storm events away from the road and into storm water drains, further reducing the potential for hazardous conditions along this roadway.

Also included in this project are additional improvements to sidewalk locations from the east end of Neshaminy Mall to the eastern project limit at Pasqualone Boulevard. These improvements include the addition of new sidewalk to provide the full link to pedestrians. New cross walks with handicap accessible ramps are also included to bring the project up to the Americans With Disabilities Act (ADA) standards. Additional sidewalk is also being added at Old Lincoln Highway.

With regards to green house gas emissions, as discussed above, the project features the addition of sidewalks to encourage pedestrian travel especially to and from the Neshaminy Mall. The addition of sidewalks came at the request of Bensalem Township. At this point in time, it is anticipated that the scope of work for this project falls within activities which are exempt from regional ozone conformity analysis and CO, PM10 & PM2.5 Hot-Spot Analysis. This determination will be summarized in the final NEPA document currently under preparation.

#### Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor through access management and traffic signal technology upgrades.

#### MPMS# 57625 - Route 232, Swamp Road Safety Improvements

Response to: A.13

#### Agency Response by PennDOT:

The SR 0232 BU1 project is not a capacity adding project and will not significantly increase traffic. The intersection will continue to function as a controlled intersection so there won't be an increase in travel speed over the present.

#### Agency Response by Bucks County:

Bucks County supports this project because it will provide urgently needed safety improvements along this corridor and will improve the functionality of the intersection.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 57639 - Newtown-Yardley Road Intersection Improvements**

Response to: A.14

**Agency Response by Bucks County:**

Bucks County supports this project since it will provide congestion relief that will ensure that vehicles can proceed safely through the intersection and it will provide an air quality benefit since vehicle queuing times will be reduced for cars waiting to make the left turn.

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**MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek**

Response to: A.15, A.16

**Agency Response by DVRPC:**

The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see [www.dvrpc.org/CongestionManagement](http://www.dvrpc.org/CongestionManagement). The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

**Agency Response by PennDOT:**

The notion the Swamp Rd at Pennswood Bridge project (MPMS#64781) "is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Rd" is incorrect. PENNDOT and KCI (the design consultant) have revised the design of the bridge. The proposed structure will have 12 foot lanes and 2 foot shoulders, giving a proposed structure width of 28 feet. The acceptability of this configuration is precisely due to the fact that the corridor project has been abandoned. That there are no planned projects in the foreseeable future gives the designer the necessary justification for design exceptions from the reviewing agency's (FHWA) standpoint.

The bridge appears narrow because it is narrow. The current width is 23 feet or two 11.5 foot lanes. This provides zero shy distance [1] for vehicles. The lack of a shy distance increases the potential for head-on collisions as drivers move away from the bridge parapets and toward the center of the road and opposing traffic. While this situation may slow people down, it does so at the expense of safety; this in direct conflict with the concerns of those opposed to the project. Inspection reports for the bridge indicate advanced scour along the abutments. The scour has exposed the vertical face of the footings and cause erosion of the embankment.

[1] Shy distance is defined as the distance from the edge of the traveled way beyond which a roadside object will not be perceived as an obstacle by the typical driver to the extent that the driver will change the vehicle's placement or speed. Taken from AASHTO Roadside Design Guide.

**Agency Response by Bucks County:**

Bucks County believes the replacement of this structure is necessary and justified.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 69912 - River Road Bridge Over Tohickon Creek**

Response to: A.17, A.18

**Agency Response by PennDOT:**

Thank you for your interest in the River Road over Tohickon Creek project. During the preliminary stages of design it was determined that the River Road bridge is a contributing element to the Point Pleasant Pike historic district and, as such, the proposed replacement of the bridge would cause an adverse effect. To mitigate this adverse effect the Section 106 process was started to gather input from consulting parties. The initial Section 106 Consulting Party meeting was held on September 19th, 2007. A second meeting was held on October 14th, 2008. As a result of these meetings a Memorandum of Agreement (MOA) was drafted and subsequently signed by all necessary parties. The stipulations of this agreement have been made a part of the final design of the structure and include the following:

A. PennDOT shall ensure that the proposed bridge will be constructed in such a way as to be in keeping with the historic surroundings and, to the greatest extent possible, minimize physical and visual effects to the Point Pleasant Historic District. These design features will include at a minimum: 1) constructing a true, two arch precast concrete bridge with a vertical crest profile (humpback design) nearly identical to the existing bridge; 2) replacing the bridge on nearly the existing alignment; 3) using sympathetic materials and designs which will include saving existing masonry stone walls to the extent possible and using form liners that will mimic the look of the existing masonry stone wing walls and retaining walls of the existing bridge; 4) installing an open barrier on the bridge so drivers have a view of Tohickon Creek; 5) constructing a sidewalk adjacent to the south-bound travel lane; and 6) installing the existing bridge plaque on the replacement bridge. Should the plans change during final design, PennDOT shall consult with the SHPO and the consulting parties on the proposed design changes.

B. PennDOT shall ensure that a one lane temporary bridge will be constructed and maintained to provide access during construction.

C. PennDOT shall ensure that the construction contract includes a provision for archaeology monitoring during excavation/grading activities on the northeast quadrant of the bridge so as to recover any additional argillite artifacts and to determine whether intact subsurface deposits are present within the project area. A summary report will be provided to the FHWA and SHPO.

An archaeological field assessment and finding was submitted to District archaeology staff by the design consultant and subsequently submitted to PHMC for concurrence. On November 1st, 2007 PHMC concurred with the districts finding that activities related to this project would have no significant effect on archaeological resources.

At this time in the project development process all Section 106 coordination is complete and the design team is moving ahead to obtain final clearance on NEPA documents ahead of the let date which is currently scheduled for the winter of 2012.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

---

**MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek**

Response to: A.19

**Agency Response by PennDOT:**

This bridge is not eligible for the Register. The Section 106 process has been completed.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

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**MPMS# 86860 - PA 611 Bridge Over Cooks Creek**

Response to: A.20

**Agency Response by PennDOT:**

The Department is currently in the process of collecting data, analyzing information, and preparing the environmental evaluations for the project. Part of the process includes historic and archeological evaluations along with associated coordination.

**Agency Response by Bucks County:**

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.



## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 88083 - Stoopville Road Improvements - Phase 2**

Response to: A.21, A.22

**Agency Response by DVRPC:**

The Stoopville Road Improvements Phase 2 project description listed in MPMS #88083 of the Draft 2013 TIP erroneously reflects Phase 1 work items of the Stoopville Road Improvements, which have already been completed. The project description will be corrected to reflect Phase 2 which has three components and is an exempt Air Quality project with a code of R1. The description will be updated and will reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopeville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. The Phase 2 project is not funded with ARRA (stimulus) funds, and ARRA funds were not misdirected. The ARRA funds were used for Phase 1 improvements which have been completed. Phase 2 is to be funded with a combination of earmarks and other federal highway funds, and is a project requested by the local municipalities which obtained the earmarks for that purpose. The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see [www.dvrpc.org/CongestionManagement](http://www.dvrpc.org/CongestionManagement). The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

**Agency Response by Bucks County:**

Bucks County supports this project and will work with PennDOT and DVRPC to revise the project description.

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**Re-establishment of West Trenton (R3)/Newtown Line**

Response to: A.23, A.219

**Agency Response by SEPTA:**

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

**Agency Response by Bucks County:**

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek**

Response to: A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61

**Agency Response by PennDOT:**

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated to carry vehicular traffic and meet the project purpose and need. It is Chester County's decision as to whether a pedestrian only bridge will meet the transportation needs of the County. Since some design work has already been completed to study a vehicular bridge, a change in scope to a pedestrian only bridge might require the County to pay back FHWA for the cost of the design work that has already been completed

**Agency Response by Chester County:**

A Rehabilitation Feasibility Analysis is being completed for the Chandler Mill Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."

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**MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek**

Response to: A.62

**Agency Response by Chester County:**

The rehabilitation of Chester County Bridge #26 will not involve disturbance and/or restoration to the stream embankment of Big Elk Creek upstream and downstream of the bridge. All work for this project will be confined within the existing right of way and within the immediate vicinity of the bridge abutments. To protect the bridge abutments from scour and undermine, scour countermeasures will be installed in this location and matting/netting is not suitable for this purpose.

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**MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line**

Response to: A.63

**Agency Response by Chester County:**

The Chester County Planning Commission supports completion of the Chestnut Street Bridge project and encourages all project partners to work together to expedite the design and permitting process.

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**MPMS# 14484 - PA 41 Study**

Response to: A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.10

**Agency Response by DVRPC:**

The Study project description will be edited to reflect that other safety, operational, mobility, and infrastructure improvements may be advanced if the earmark funds are eligible for use.

**Agency Response by Chester County:**

Chester County Planning Commission supports the inclusion of Kennett Township in the TIP description because the corridor does touch the Township.

PennDOT and the Chester County Planning Commission are working with municipalities in the PA 41 Corridor project area to identify near term safety improvements that can be advanced to design and construction.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Safety, operational, mobility, and infrastructure improvements at priority locations on based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010)."

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)**

Response to: A.135, A.136

**Agency Response by PennDOT:**

A Utility Phase will be proposed for the 2013 TIP as coordinated by DVRPC and PennDOT.

**Agency Response by Chester County:**

The Planning Commission fully supports programming funds for the utility phase on the TIP from the construction phase. This change will not impact fiscal constraint or other projects in the region.

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**MPMS# 14541 - US 1, Baltimore Pike Widening**

Response to: A.137

**Agency Response by PennDOT:**

Based on the latest SR 1 (H02) Traffic Signal Plans (previously reviewed but not approved), northbound US 1 traffic will be able to a U-turn at the Greenwood Road intersection/jughandle. At all other intersections (signalized and unsignalized), U-turn movements will be prohibited due to the traffic signal phasing/operation, or the fact that there will be 3 lanes going southbound.

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**MPMS# 15385 - US 202, Section 100 (ES1) - Design**

Response to: A.138

**Agency Response by DVRPC:**

MPMS# 15385 will not be advancing. Two small breakout projects have been identified. See MPMS# 95429 and MPMS# 95430.

**Agency Response by Chester County:**

An evaluation of historic resources will be conducted in the preliminary engineering stage of this project.

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**MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail**

Response to: A.139, A.140

**Agency Response by Chester County:**

The purpose of this project is to improve safety for bicyclists and pedestrians by providing a dedicated on-road bike lane to link residential areas with schools and the village of Unionville. Providing a safe network of bicycle and pedestrian links to key destinations is consistent with Chester County's Comprehensive Plan, Landscapes2.

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**MPMS# 77476 - Kennett Pike Bikeway**

Response to: A.141

**Agency Response by DVRPC:**

Thank you

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**MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout**

Response to: A.142, A.143, A.144

**Agency Response by DVRPC:**

Thank you

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**MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)**

Response to: A.145, A.146, A.147, A.148, A.149, A.150, A.151, A.152, A.153, A.154, A.155, A.156, A.157, A.158, A.159, A.160

**Agency Response by Chester County:**

The Chester County Planning Commission supports reconstruction and interchange improvements for US 30 Coatesville Downingtown Bypass, including the completion of the Airport Rd. Interchange. As stated in the Landscapes2, the Chester County Planning Commission supports a "systems approach" to transportation planning. Although the Planning Commission supports expediting the project and improvements to the Airport Rd. Interchange, they should be planned in coordination with improvements to the US 30 Bypass and Airport Rd. Additionally, the completion of the Airport Rd. Interchange would support access to the Chester County Airport, which is a reliever airport for the region. The Chester County Planning Commission encourages further coordination between the many project partners to advance planning for the Airport Rd. Interchange completion.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 86064 - Hadfield Road Bridge Over Beaver Creek (CB #244)**

Response to: A.161, A.162, A.163

**Agency Response by PennDOT:**

A study is currently being conducted to determine if a historic district exists in the area of the bridge and if the bridge contributes to it.

**Agency Response by Chester County:**

PennDOT is reviewing local documentation of a historic district near the Hadfield Rd. Bridge. The bridge design process is on hold until it has been determined whether the bridge is a contributing element of the historic district.

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**MPMS# 86696 - Watermark Road Bridge Over Muddy Run (CB #21)**

Response to: A.164, A.165, A.166, A.167

**Agency Response by PennDOT:**

A study is currently being conducted to determine if rehabilitation of the structure is economically feasible.

**Agency Response by Chester County:**

A study is being completed for the Watermark Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Watermark Rd. Bridge over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient, functionally obsolete, and posted for 10 tons. This bridge was included on the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021."

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**MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2**

Response to: A.168

**Agency Response by PennDOT:**

MPMS# 92406 has been cancelled.

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**MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)**

Response to: A.169

**Agency Response by Chester County:**

The Chester County Planning Commission fully supports accommodating bicyclists and pedestrians as part of the bridge rehabilitation or replacement.

The Chester County Planning Commission supports the addition of the following text to the FY2013 TIP project description: "Downingtown Pike (US 322) is the Bicycle PA Route L and is part of the Chester County Planning Commission's recommended bikeway network. The bridge provides a critical connection for bicyclists and pedestrians between the growth centers of West Chester and Downingtown and the needs of bicyclists and pedestrians will be considered as part of this bridge project."

# Agency Responses

## On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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### Support for restoration of rail service to West Chester

Response to: A.170

#### Agency Response by SEPTA:

SEPTA understands the Borough of West Chester's interest in expanding transit service. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

#### Agency Response by Chester County:

The Chester County Planning Commission supports the expansion of public transportation services in the County and region. Extension of regional rail service on the SEPTA Media-Elwyn Line between Elwyn and Wawa is a necessary first step towards the potential future rail extension to West Chester. However, the Elwyn to Wawa Extension is listed on SEPTA's Illustrative Unfunded List included in the Draft FY2013 TIP. Additional funds are needed for transit capital improvements to advance the Elwyn to Wawa Extension construction. Additionally, the extension of regional rail service from Wawa to West Chester is not included in Connections 2035, the region's Long-Range Plan. The Long-Range Plan is the basis for the TIP and major regional transit projects, such as regional rail extensions, must be included in the Long-Range Plan before being programmed on the TIP. DVRPC updates the Long-Range Plan every four years and will be soliciting public input for the update over the next two years.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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#### Technical Corrections

Response to: B.239, B.240, B.241, B.242

#### Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

#### Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

# Agency Responses

## On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

### MPMS# 14747 - US 322 Final Design

Response to: A.171, A.172

#### Agency Response by DVRPC:

US 322 project descriptions will be updated to reflect changes in design such as inclusion of grassy medians. The FY17 FD funds will be removed from this project due to a May2012 TIP Action to add final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the Final FY2013 TIP.

Connections – The Regional Plan for a Sustainable Future includes a target of reducing greenhouse gas emissions by 50% by 2035. Transportation is just one part of the strategy to reduce emissions and the plan does encourage more compact and mixed-use development patterns, less driving, and limiting expansion of the highway system to help meet the target to reduce greenhouse gas emissions. However, there also needs to be reductions from many other sources, such as power plants, that are beyond the scope of the Connections Plan. The Connections Plan does envision select cases where additional capacity is warranted to meet critical Plan goals, such as reducing congestion, improving safety, improving mobility, fostering economic development, or enhancing access to regional centers such as Chester and Newtown. The Plan sets out a hierarchy for roadway investments that prioritizes rebuilding the region's infrastructure, then improving the operation of the region's highway network, and as a third option, expanding the system through select, appropriate capacity enhancements. The region's federally-mandated and reviewed Congestion Management Process identifies those facilities in the region where additional capacity is warranted.

US 322 is a key route in Delaware County that connects Interstate 95 and US Route 1 and provides access to and from important regional destinations such as the city of Chester, Commodore Barry Bridge, and Philadelphia International Airport. The proposed improvements on US 322 are intended to address identified safety, congestion, and mobility concerns. Similarly, the addition of a left-turn lane at one intersection and a traffic light at another intersection along Newtown-Yardley Road are meant to address congestion and safety issues related to the immediate land use at this location, which include a significant amount of existing residential and commercial development and the Newtown Bypass. The proposed improvements to US 322 and the intersection improvements along Newtown-Yardley Road are consistent with both the Congestion Management Process and regional long-range plan.

The TIP description is being updated to include the following: "Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project."

#### Agency Response by PennDOT:

All side roads that directly intersect SR 0322 will include crosswalks across the side road to accommodate pedestrians and bicyclists. Warning signage will be included at all crossings clearly identifying the location of these crossings to motorists.

1. The travel demand on the existing SR 0322 exceeds the current roadway capacity which promotes excessive idling and detouring of traffic along longer, narrower routes, resulting in greater than necessary GHG and VMT. During field visits as part of the design process, the design team has experienced greater than 15 minutes of delays during peak periods due to SR 0322's inability to handle the demand on the corridor. The proposed SR 0322 widening project will provide the needed capacity to meet the existing and projected demand for the corridor. It will promote more efficient traffic patterns and less idling through an uncongested corridor. In addition, an efficient, under-capacity SR 0322 corridor will reduce congestion along other local corridors thus reducing GHG and VMT due to traffic that currently circumvents the corridor.

2. The typical section of SR 0322 does not include a median barrier along the corridor as part of the Smart Transportation adjustments made in 2009. The new design of SR 0322 incorporates a 16-foot wide median with a grass strip encompassing 10 feet of that width. This promotes a boulevard-style road which improves upon the previous freeway-style typical section. Jughandles have been removed as part of this project and replaced with turning lanes to minimize the project's footprint on adjacent property owners, further promoting a boulevard-style design. Approximately two (2) miles of sidewalk, six (6) signalized intersections with crosswalks crossing SR 0322 and numerous bus stops will be installed as part of this project to promote multimodal traffic along the corridor and improve safety through controlled access points for pedestrians and bicyclists. SR 0322 crossings are identified below:

- a. SR 0322 & SR 0001
- b. SR 0322 & Station Road/Fellowship Drive
- c. SR 0322 & Mattson Road/Featherbed Lane
- d. SR 0322 & Creek Parkway
- e. SR 0322 & Chelsea Parkway
- f. SR 0322 & Cherry Tree Road/Bethel Road

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements**

Response to: A.173

**Agency Response by PennDOT:**

The project description is brief as the proposed undertaking has not been established. Please be advised that it is PennDOT policy to consider the pedestrian and bicycle needs during the project development process.

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**MPMS# 87940 - Pedestrian and School Children Safety (TCSP)**

Response to: A.174

**Agency Response by PennDOT:**

Marple Township has indicated that they have no plans to use the TCSP funds.

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**Technical Corrections**

Response to: B.239, B.240, B.241, B.242

**Agency Response by DVRPC:**

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

**Agency Response by SEPTA:**

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."



## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 16214 - PA 611, Old York Road Over SEPTA R3**

Response to: A.176

**Agency Response by PennDOT:**

The lane configuration would not change, although the outside and center-turning lanes would be widened from 11 feet to 13 feet. This might slightly increase speeds. Also, PennDOT will be constructing wider sidewalks. Lastly, the construction will be done in (2) phases, which will bring the to-be-expected backups.

**Agency Response by Montgomery County:**

Traffic flow will not change as the existing four lane bridge will be replaced in kind with 4 lanes. However, the sidewalks will be widened on both sides and protected by barriers on the bridge.

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**MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements**

Response to: A.177, A.178, A.179, A.180, A.181, A.182, A.183, A.184

**Agency Response by PennDOT:**

The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. The traffic signal equipment will be completely replaced and upgraded. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with how much additional right-of-way would be required.

PennDOT defers to SEPTA as the regional transit agency, and Montgomery County Planning, regarding proposed improvements to the transit system.

A context sensitive solution is proposed including replicating the deteriorating stone walls adjacent to the Curtis Arboretum and the Rabbinical College. PennDOT is also working with the Curtis Arboretum to plan for long-term and sustainable enhancements of the historic landscape, especially the trees. The result will be a permanent preservation of the community character. The intersection experiences a much higher than average crash rate. Improvements will reduce the severity and frequency of the crashes. The project is located in a well-established area. No additional through lanes are planned. Traffic increases are not typical as a result of safety improvements and congestion reduction. Due to the curve on Church Road and the traffic signals at Greenwood Avenue and Rices Mill Road increases in vehicle speeds are unlikely. The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with the impacts to the arboretum, Rabbinical College and how much additional right-of-way would be required.

**Agency Response by Montgomery County:**

Cheltenham Twp and Montgomery County have long supported and pursued the need to add turn lanes at this heavily congested intersection. The project has been "right-sized" to address the context of the surrounding land uses and still meet the purpose and need for the project. The county has long recognized that our first ring communities are unique and only strategic investments in our transportation system are targeted there. This intersection is one of those strategic investments which are important for a quality of life for county residents and businesses and for the county and township to remain competitive with its neighbors.

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**MPMS# 57865 - Edge Hill Road Reconstruction**

Response to: A.185

**Agency Response by PennDOT:**

This project was cleared for archaeological resources in accordance with the Federal regulations that apply. The Pennsylvania Department of Transportation prepared a Stipulation D form concluding that no historic resources would be impacted by the project. The PA Historical and Museum Commission concurred. This may have been based on the fact that the study area has been disturbed from previous roadway and utility construction, construction of the former rail lines, and the residential construction. We do not anticipate our limit of disturbance/grading to extend into undisturbed areas.

This battle is more commonly referred to as the Battle of Whitmarsh. There is an existing plaque posted at the western edge of our study area. Archaeological monitoring may be performed during construction if deemed appropriate. This issue warrants further review and coordination with the Department of Transportation and the PA Historical and Museum Commission.

**Agency Response by Montgomery County:**

Montgomery County concurs with PennDOT's assessment.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 84642 - Jenkintown Platform and Garage Project**

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

**Agency Response by DVRPC:**

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'

MPMS #84642 Jenkintown Platform and Garage Project

MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements

MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges

MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals

MPMS #90528 Infrastructure Safety and Renewal Program – Power

MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

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**MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements**

Response to: A.187

**Agency Response by PennDOT:**

\$400,000 Local for PE in FY13 for MPMS# 89715 - US 422 Sanatoga Interchange Ramp Improvements will be added to the TIP.

**Agency Response by Montgomery County:**

The project was added to the FY 2011 TIP with engineering as locally funded. However, after an initial kick-off meeting with a Penndot project manager and other staff, there was apparently no further activity or meetings with Penndot on the project. Thus no project milestones were attached to the MPMS record and it was classified as inactive in the system when the development of the FY 2013 TIP began.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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#### Request Additional funding for new projects

Response to: A.188

#### Agency Response by Philadelphia:

Two recent federally funded projects directly impact the 52nd and Lancaster intersection. The Lancaster Avenue Signal Improvement Project (MPMS 57898) was recently completed and upgraded and interconnected all of the traffic signals between City Avenue and 52nd Street. At 52nd and Lancaster, a left turn phase for traffic traveling northbound on 52nd Street and turning onto Lancaster Avenue was added, thus improving traffic flow and safety at this intersection. 48th Street was not interconnected as part of this project, as it was previously interconnected as part of a SEPTA project in the 2000's. MPMS 17829, 52nd Streetscape, included curb realignment and other streetscape improvements at the 52nd and Lancaster Avenue intersection which realigned curbs and improved pedestrian safety.

Additionally, the City of Philadelphia is currently in the process of implementing a Traffic Operations Center which will centralize traffic control and Intelligent Transportation Systems throughout the City of Philadelphia. Once implemented the City will be able to actively monitor, modify, and control traffic signals at key intersections; monitor the performance of the City's traffic signal system; develop and implement new timing patterns and new signal progressions to improve the operational performance of the City's road network; monitor daily flows to better understand and be able to respond to varying daily demands on the City's road network and begin to communicate incidents and crashes to emergency responders in a more timely fashion. Because both intersections at 48th Street and 52nd have already been interconnected, they will be tied into the TOC operations.

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#### Technical Corrections

Response to: B.239, B.240, B.241, B.242

#### Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

#### Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

#### MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

##### Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

##### Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

#### MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to: A.192, A.193, A.194, A.223

##### Agency Response by SEPTA:

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

##### Agency Response by Bucks County:

Bucks County has participated in the development of this important project and believes the cost is justified.

#### MPMS# 60651 - Substation Improvement Program

Response to: A.195, A.224

##### Agency Response by SEPTA:

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

SEPTA continues to pursue an aggressive maintenance and repair program to keep substations operational, including initiatives included in the Infrastructure Safety and Renewal Program (MPMS# 90497), until funds become available for major substation rehabilitation and replacement projects. SEPTA continues to apply for competitive grant funds to advance substation rehabilitation and replacement projects.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 84642 - Jenkintown Platform and Garage Project**

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

**Agency Response by DVRPC:**

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'  
MPMS #84642 Jenkintown Platform and Garage Project  
MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements  
MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges  
MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals  
MPMS #90528 Infrastructure Safety and Renewal Program – Power  
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

---

**MPMS# 87176 - 69th Street Intermodal Parking Garage**

Response to: A.217, A.218, A.232, A.233

**Agency Response by DVRPC:**

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

**Agency Response by SEPTA:**

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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#### Re-establishment of West Trenton (R3)/Newtown Line

Response to: A.23, A.219

#### Agency Response by SEPTA:

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

#### Agency Response by Bucks County:

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

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#### Technical Corrections

Response to: B.239, B.240, B.241, B.242

#### Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

#### Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

#### Bridge Project Descriptions

Response to: A.220

#### Agency Response by DVRPC:

Without NEPA clearance, an alternative is not official. FHWA has asked that the TIP descriptions reflect this uncertainty in project descriptions and DVRPC will be working with PennDOT to revise bridge project descriptions accordingly.

#### Complaint about how the Comment Period reaches the public

Response to: A.175

#### Agency Response by DVRPC:

The Draft TIP document was made available for public review during a 30-day period which ended on June 1, 2012. Legal notices explaining the public comment process were published in the Inquirer, Courier, The Gloucester County Times, Al Dia, and the Philadelphia Tribune. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC's homepage, [www.dvrpc.org](http://www.dvrpc.org). Notices were also sent to over 8,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders. DVRPC held a public meeting in its offices to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff. DVRPC's website played a vital part in our public outreach effort. A web-based public commenting application at <http://www.dvrpc.org/tip/> was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

#### MPMS# 48201 - DVRPC Competitive CMAQ Program

Response to: A.221

#### Agency Response by DVRPC:

Project selections that result from the DVRPC Competitive CMAQ Program are reviewed and approved by the DVRPC Board and are subject to the same public comment process as any other TIP Amendment as the action results in adding new projects to the TIP. When projects are proposed for selection the action will appear on the DVRPC Board agenda with access to information provided via DVRPC's on-line public commenting tool so you will have opportunity to comment on them once identified. The Funds in the Draft TIP provide funding to undertake the selection process, but not to formally approve the selection of projects. Very specific criteria are used for evaluating projects.

#### MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

#### Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

#### Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 60611 - Fare Collection System/New Payment Technologies**

Response to: A.192, A.193, A.194, A.223

**Agency Response by SEPTA:**

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

**Agency Response by Bucks County:**

Bucks County has participated in the development of this important project and believes the cost is justified.

---

**MPMS# 60651 - Substation Improvement Program**

Response to: A.195, A.224

**Agency Response by SEPTA:**

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

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Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

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**MPMS# 65109 - Transit Flex - SEPTA**

Response to: A.225

**Agency Response by SEPTA:**

The provision of these Federal Highway funds to SEPTA is part of an agreement between the Commonwealth of Pennsylvania and the transit community during the enactment of Act 3 of 1997, that will continue to be flexed to transit agencies annually for capital projects under Act 44.

SEPTA has used the flex funds to purchase hybrid (diesel/electric) buses to replace its diesel fleet as part of the Bus Purchase Program (see MPMS# 90512). Both MPMS #65109 and MPMS #90512 are part of the Transportation Improvement Program (TIP) and are subject to the public comment guidance established therein. As with all its grantees, PennDOT exercises oversight over SEPTA's use of transit flex funds.



## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**MPMS# 84642 - Jenkintown Platform and Garage Project**

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

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MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals  
MPMS #90528 Infrastructure Safety and Renewal Program – Power  
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

---

**MPMS# 87176 - 69th Street Intermodal Parking Garage**

Response to: A.217, A.218, A.232, A.233

**Agency Response by DVRPC:**

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

**Agency Response by SEPTA:**

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

## Agency Responses

### On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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**Opposition to entire TIP**

Response to: A.234, A.235, A.236

**Agency Response by DVRPC:**

As per recent correspondence from FTA (dated June 5, 2012, and attached at the end of this "Summary of Responses" document), DVRPC's Public Participation Plan provided a more than sufficient amount of time for public comment and met all federal requirements.

The public was given 30 days in which to comment on the PA TIP. The public comment period opened on May 3, 2012. All pertinent documents were posted online on the afternoon of May 2, 2012 and all materials were mailed on May 1, 2012. In order to assure public comment, we also accepted any comments received up to a week after the 30 day period.

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**Technical Difficulties with sending in public comment**

Response to: A.237, A.238

**Agency Response by DVRPC:**

A technical problem resulted in your inability to submit a comment on MPMS #84642 (SEPTA's Jenkintown Platform and Garage), and DVRPC is working to correct this issue. In the meantime, please send your comment directly to Candy Sydner at DVRPC. Other commentors were able to submit regarding this MPMS#. Please note that this is one of the SEPTA project records that erroneously printed in the TIP document. There are no financial records, the project record should not have appeared in the document, and it will be removed from the program upon adoption.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

Mr. John Scott  
Pennsylvania Transit Expansion Coalition  
P.O. Box 76  
Southampton, PA 18966

JUN 5 2012

Dear Mr. Scott:

This is in response to your email of May 24, 2012 to Tony Cho of my staff, asking FTA to “revise your analysis” of the public comment period afforded by the Delaware Valley Regional Planning Commission (DVRPC) before its new Public Participation Plan (PPP) was adopted, as well as review your claim that your right to public comment had been infringed upon. Your email was in response to our May 23, 2012 letter to Mr. Jon Frey of PA-TEC.

23 CFR 450.316(a) requires that “A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO.” There is no specific stipulation in Federal law under 23 CFR Part 450 that the public comment period begin the first business day after the publication of the PPP, nor is there any requirement for what time of day the plan must be published on the first day of the public comment period. Your citation of Pennsylvania administrative law does not apply to Federal regulations, and we cannot comment on State requirements.

Moreover, our regulations require that the public comment period of 45 days “shall be provided before the . . . plan is adopted by the MPO.” Regardless of whether or not the public comment period should have started on January 30, the plan was not adopted by DVRPC until April 26, 2012, which totals 88 days from the date that the revised PPP was published. Furthermore, online commenting on all Board Actions for the April 26 meeting (including adoption of the revised PPP) was made available on April 16, 2012.

Although your March 15, 2012 comments on the PPP may have been placed in a separate category, they were still presented to the DVRPC Board for consideration, in addition to comments submitted by Mr. Frey of PA-TEC dated March 14, 2012, which were included with the other public comments on the PPP. Furthermore, we are aware that you and Mr. Frey attended the DVRPC Open House to discuss the revised PPP on February 15, 2012, and the DVRPC staff took note of your concerns. Finally, we are aware that with DVRPC Board permission, you gave comments directly to the DVRPC Board at the beginning of its April 26 meeting regarding the PPP. Based on this information, we disagree with your assertion that your “right to public comment on this plan has been infringed upon.”

In response to your email of May 31, 2012, your assertion that “According to Federal law, the public is required to have 30 days minimum to comment on the proposed Transportation

Improvement Program (TIP)" is incorrect. There is nothing in 23 CFR Part 450 that mandates the time period that a draft TIP is available for public review.

Based on our review of the public process which DVRPC used to revise and adopt its new PPP, we find that DVPRC did not act in an arbitrary or capricious manner. DVRPC's decision to approve the revised PPP did not equate to your right to comment being infringed upon.

Based on our review of all the facts, you should consider this our final decision on this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", with a long horizontal flourish extending to the right.

Brigid Hynes-Cherin  
Regional Administrator

cc: Barry Seymour, DVRPC  
Ernest Blais, FHWA-NJ  
Renee Sigel, FHWA-PA

**S.R. 2028, Section SP2 - Stoopville Road Phase II – MPMS 88083**

**Project Description**

This project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project limits extend from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532. The proposed improvements include:

- Improvements to the S.R. 0413/S.R. 2028 intersection by widening S.R. 0413 to provide an exclusive left-turn lane on southbound S.R. 0413 for vehicles traveling to eastbound Stoopville Road. S.R. 0413 will have variable widening on both sides to reduce Right-of-Way impacts. S.R. 0413 will be widened to the west a maximum of five feet beyond the existing edge of pavement for a length of 965 feet along S.R. 0413. In addition, S.R. 0413 will be widened to the east a maximum of four feet beyond the existing edge of pavement for a length of 730 feet along S.R. 0413. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road; at Stoopville Road and Washington Crossing Road; and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road. This improvement is needed due to additional traffic on Highland Road as a result of the new US Veterans Cemetery that was recently constructed on Highland Road. The widening extends a maximum of 15 feet from the edge of existing pavement for a length of approximately 250 feet. The widening is not on the cemetery property. Several utility poles will need to be relocated to accommodate the widened highway; these poles will be relocated directly behind the edge of the new pavement (within 10 feet of the edge of pavement; final location to be determined by the utility company).
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075) (if approved by the Traffic Unit). Construction is limited to the addition of stop signs at the intersection of Washington

Crossing and Dolington Roads; the painting of stop bars on the pavement; and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection. There is potential for the Traffic Unit to require the installation of an overhead flashing warning device at the intersection as part of the multi-way stop installation; this would require the construction of traffic signal mast arms adjacent to the roadway shoulder, at a distance no greater than five feet from the edge of the existing pavement. The need for flashing warning device installation will be determined during preliminary engineering.

## Snyder, Candy

---

**From:** Snyder, Candy  
**Sent:** Tuesday, June 05, 2012 12:28 PM  
**To:** 'olga.mchugh@gmail.com'  
**Cc:** Schoonmaker, Elizabeth; Murphy, Richard; Meconi, Jane  
**Subject:** RE: filtering of comments

Ms. McHugh:

On behalf of DVRPC, I want to apologize for any inconvenience regarding your submission of TIP public comments. DVRPC has no interest in filtering comments. We sincerely welcome your input regarding any project and are not sure what might have caused an issue with MPMS #84642. We are looking into the problem with our IT department.

If you are willing to re-issue your comments and send them to me directly at this email address, I would be glad to forward them to our TIP staff and will make sure that they are included in their entirety in the public comments that will be reviewed by our Board. Thank you and please contact me with any questions.

Candace Snyder  
DVRPC  
Director, Office of Communications and Public Affairs  
Phone ... 215-238-2875  
Fax ... 215-592-9125  
Email ... [csnyder@dvrpc.org](mailto:csnyder@dvrpc.org)  
Follow us on Twitter ... [www.twitter.com/DVRPC](http://www.twitter.com/DVRPC)

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**From:** TIP Plan Comments  
**Sent:** Monday, June 04, 2012 4:21 PM  
**To:** Snyder, Candy  
**Subject:** FW: filtering of comments

**From:** Olga McHugh [<mailto:olga.mchugh@gmail.com>]  
**Sent:** Friday, June 01, 2012 4:55 PM  
**To:** TIP Plan Comments  
**Subject:** filtering of comments

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process.

Olga McHugh  
Wyncote PA

Recommended Changes to the FY2013 – 2016  
Draft TIP for Pennsylvania







**Recommended Changes to Draft DVRPC FY2013 TIP for PA Board FINAL June 28, 2012**

**DVRPC Highway Projects to be Added to the FY2013 TIP**

Montgomery	MPMS# 89715	US 422 Sanatoga Interchange Ramp Improvements	Add \$400,000 Local for PE in FY13.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

**DVRPC Highway Projects to be Removed from the FY2013 TIP**

Bucks	MPMS# 61682	Old Route 13 Improvement Project	Remove project from the TIP. Bristol Borough does not intend to move the project forward.
Delaware	MPMS# 87940	Pedestrian and School Children Safety (TCSP)	Remove project from the TIP. Marple Township does not intend to move the project forward.
Delaware	MPMS# 15185	Old Forge Road Over Rocky Run (CB #209)	Remove project from the TIP. Funds have been authorized and project has been Let. Move funds to Bridge Reserve Line Item MPMS# 79929.
Delaware	MPMS# 14747	US 322 Final Design	The FY17 final design funds will be removed from this project MPMS #14747 due to a May 2012 TIP Action to add remaining required final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the final FY2013 TIP. The construction breakouts will continue to show.
Montgomery	MPMS# 15769	Limekiln Pike Bridge	Remove project it has been authorized/encumbered. Funds will be returned to the Bridge Reserve Line Item and Local Bridge Program.

**DVRPC Transit Projects to be Added to the FY2013 TIP**

Pottstown	TBD	Transportation Capital Improvements	Program \$245,000 over 4 years to enable PART to undertake select capital improvements accordingly: \$33,834 5307/\$50,000 1517/\$1,166 Local in FY13; \$58,002 5307/\$1,998 Local in FY14; \$53,185 5307/\$1,815 Local in FY15; \$45,000 1517 in FY16. Projects anticipated are non-revenue vehicles, farebox system upgrade, ITS improvements and facility improvements.
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**DVRPC Transit Projects to be Removed from the FY2013 TIP**

SEPTA	MPMS# 60286	SEPTA Bus Purchase Program - 40'	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84642	Jenkintown Platform and Garage Project	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84643	Malvern Station and Pedestrian Tunnel Improvements	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90509	Infrastructure Safety and Renewal Program - Building and Bridges	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90515	Infrastructure Safety and Renewal Program - Communication and Signals	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90528	Infrastructure Safety and Renewal Program - Power	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 92304	Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

## DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Philadelphia	MPMS# 73134	Gateway Revitalization/Torresdale Av Strscpe Im Pr	Increase the project FY13 CON phase by \$241,000 CMAQ to address the most recent cost estimate which includes additional ADA ramp upgrades. Draw \$241,000 CMAQ from MPMS# 84318.
Philadelphia	MPMS# 46958	Philadelphia Naval Shipyard Access	Change FY14 CON from \$8,096,000 SXF/\$2,024,000 Local to \$5,400,000 SXF/\$1,350,000 Local based on available DEMO funds.
Chester	MPMS# 14515	PA 100, Shoen Road to Gordon Drive (02L)	Reduce FY13 CON phase by \$100,000 and add a \$100,000 UTL phase in FY13. Reprogram as follows: FY13 CON \$4,680,000 NHS/\$1,170,000 581 funds, FY13 UTL \$80,000 NHS/\$20,000 581 funds.
Pottstown	MPMS# 59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	Reduce programming of the 4 year TIP period by a total of \$245,000 accordingly: Reduce 5307 by \$62,000 to \$688,000 in FY13; by \$62,000 to \$688,000 in FY14; by \$61,000 to \$689,000 in FY15; and by \$60,000 to \$690,000 in FY16. Funds are reduced in order to make \$245,000 available for a breakout Capital Improvements project (MPMS #TBD).
Various	MPMS# 66460	TE Project Engineering and Management - DVRPC	Adjust programming in accordance with DVRPC UPWP (Work Program) need for project management, resulting in a \$14,000 decrease. In FY13: increase CMAQ to \$112,000, decrease STE to \$322,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). In FY14: increase CMAQ to \$112,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). Adjust CMAQ (MPMS #84318), TE (MPMS #64984), and Highway MPMS #79927) Reserve Line items accordingly.
Delaware	MPMS# 87119	Nether Providence Township Sidewalks (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$65,000 SRTSF and remove \$65,000 SRTSF from the FY14 CON phase. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87099	Upper Gwynedd Township Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$180,000, FD in FY13 in the amount of \$20,000, and CON in FY14 in the amount of \$869,977. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87097	Pottstown Borough Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$80,000, FD in FY13 in the amount of \$10,000, and CON in FY14 in the amount of \$135,000. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Bucks	MPMS# 90327	River Rd over Trib Delaware (Bridge)	Move project to Illustrative Unfunded List as construction is not scheduled until FY21, outside the four years of the TIP. This project will be addressed at the next TIP update.
Delaware	MPMS# 92808	Marshall Road over Cobbs Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Montgomery	MPMS# 16239	New Hanover Square Road Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 17407	Erie Avenue over Conrail Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 75804	University Avenue over CSX Rail	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 81292	Frankford Avenue over Frankford Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 69914	Fifth Street over Conrail	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 92809	Roosevelt Boulevard Exit	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Various	Various	Various	Move funds from deleted projects into their appropriate Line Items.

<b>DVRPC Transit Project Schedule Adjustments or Cost Restructuring</b>			
<b>SEPTA</b>	<b>MPMS# 60629</b>	<b>Job Access and Reverse Commute (JARC) and New Freedom</b>	Reduce the FY13 PennDOT match according to an April 2012 TIP Action which reduced the FY13 PennDOT match for the program. Reprogram as follows: FY13 \$2,151,704 JARC/\$3,700,000 JARC-S.
<b>Add New Fully Funded Projects Using Special Discretionary Funds</b>			
<b>Various</b>	<b>Various</b>	<b>Various as needed</b>	Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
<b>Project Descriptions</b>			
<b>Delaware</b>	<b>MPMS# 14747, 69815, 69817, 69816</b>	<b>US 322</b>	Edit US 322 project descriptions to indicate inclusion of landscaped median, jug handles, left turn lanes, and limited widening, in addition to other necessary revisions. Remove reference to MPMS #69818 in all construction breakouts as that MPMS# is no longer used for this project. See MPMS #'s 69815, 69816, and 69817 for construction breakouts for this project.
<b>Chester</b>	<b>MPMS# 14251</b>	<b>Chandler Mill Road Bridge</b>	Revise project description: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."
<b>Chester</b>	<b>MPMS# 14884</b>	<b>PA 41 Study</b>	Revise project description: "Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks."
<b>Various</b>	<b>Various</b>	<b>General Bridges</b>	Update description of projects that are still in PE to indicate that structure may be rehabilitated <u>or</u> replaced. Final alternative is not known until NEPA clearance occurs and FHWA has requested this edit.
<b>Bucks</b>	<b>MPMS# 88083</b>	<b>Stoopville Road Improvements - Phase 2</b>	Correct the description to reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. Please see descriptive information provided by PennDOT which is attached to the Summary of Responses document.

Various	Various	Update descriptions of projects that are related to CMP	Edit descriptions of CMP projects to include location of CMP Commitment documents.
Bucks	MPMS# 64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	Update description to read: The project is to replace the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd) over an unnamed tributary to Neshaminy Creek. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora Farm Property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.
Philadelphia	MPMS# 91837	City Wide Resurfacing (# 103B)	Change scope of project to reflect the following. The following streets have been removed from this package: Chestnut Hill Avenue: Seminole Street to Bethlehem Pike Seminole Street: Chestnut Hill Avenue to St. Martin's Lane St. Martin's Lane: Highland Avenue to Mermaid Lane Mermaid Lane: St Martin's Lane to McCallum Street McCallum Street: Mermaid Lane to Allens Lane St. Martin's Lane: Willow Grove Avenue to Mermaid Lane The following streets have been added to the resurfacing package: G Street: Hunting Park Avenue to Erie Avenue 54th Street: Upland Way to City Avenue
<b>Technical Corrections</b>			
Various	79927	Highway Reserve Line Item	Add 'STP' to end of title.
Various	82216	NHS Reserve Line Item	PennDOT shift \$162,000 NHS in FY13, and \$31,000 NHS in FY15 from MPMS# 79927 to MPMS# 82216 to come in line with DVRPC TIP database. DVRPC and PennDOT shift FY21 \$280,000 NHS, FY22 \$1,094,000 NHS, FY23 \$2,946,000 NHS, and FY24 \$37,382,000 NHS from MPMS# 79927 to MPMS# 82216.
Various	Various		Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
<b>IMP Program</b>			

# Public Comment Outreach Documentation







190 N INDEPENDENCE MALL WEST  
8TH FLOOR  
PHILADELPHIA, PA 19106-1520  
Phone: 215-592-1800  
Fax: 215-592-9125  
www.dvrpc.org

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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES  
FOR PUBLIC REVIEW:**

- **DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- ***PROPOSED CONNECTIONS LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT***
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR: DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA CONNECTIONS LONG-RANGE PLAN AMENDMENT FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

**Please join us for a public meeting and information session on the Draft FY 2013 TIP, the Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:**

**Tuesday, May 15, 2012  
DVRPC Conference Room  
190 N. Independence Mall West, 8<sup>th</sup> Fl.  
Philadelphia, PA 19106**

**An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:**

**Tuesday, May 22, 2012  
Deptford Township Municipal Building  
First Floor Conference Room  
1011 Cooper Street  
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/I-676, in the fiscally-constrained set of projects that are part of the Plan.



Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Copies of DVRPC's documents are available online at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). There is an online tool that can to review or map individual projects in an interactive way at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

Plan amendment: <http://www.dvrpc.org/Connections>

The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

**Comments for the Draft TIP and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.**

*DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.*



**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

**NOTICE OF PUBLIC HEARING**

**FISCAL YEAR 2013 CAPITAL BUDGET**

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107 at 11:30 A.M. and 5:00 P.M., on April 11, 2012. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2013 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. The federal Section 5307/5340 and Section 5309 Programs of Projects will be available at [www.septa.org](http://www.septa.org) when they are finalized.
  
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Persons wishing to file written comments should forward them to the Office of the General Manager, 10<sup>th</sup> Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments can also be sent via E-mail to [capbudget@septa.org](mailto:capbudget@septa.org). Comments must be received by April 11, 2012, so that they may be forwarded to the Hearing Examiner. Individuals in need of a sign language interpreter, please contact the Office of the

General Manager at the address listed above by March 27, 2012. Speakers for the morning and evening sessions must register by 12:30 P.M. and 5:30 P.M., respectively.

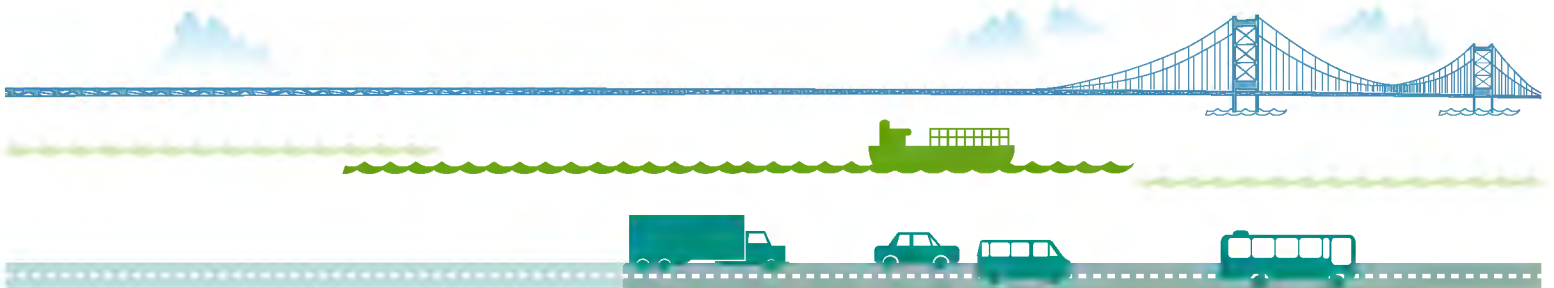
- III. On or about March 12, 2012, members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website [www.septa.org](http://www.septa.org) or by requesting, in writing, a copy from the Office of the General Manager at the address listed above.
- IV. Audio tape copies of the public hearing notice and summary of the proposed Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program will be made available for the visually impaired at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, Pennsylvania 19107. An audio version of the public hearing notice and summary will also be available through the Associated Services for the Blind's website at [www.asb.org](http://www.asb.org).

Highlights of the Draft TIP  
FY 2013 Draft TIP for Pennsylvania  
(FY 2013-2016)

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★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

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The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official

DVRPC seal 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. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

# ***Highlights for the Draft Delaware Valley Regional Planning Commission FY2013 TIP for Pennsylvania***

The Draft Delaware Valley Regional Planning Commission FY2013 Transportation Improvement Program for Pennsylvania is available for public review. The Transportation Improvement Program (TIP), like the Commission itself, includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the PA TIP every other year to coincide with the update of PennDOT's 12 Year Plan, and releases a draft program for a 30 day review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 3, 2012, and will end on June 1, 2012. See further details regarding the review process at the end of this document.

## **What is the TIP?**

By way of congressional mandate, federal transportation legislation (SAFETEA - LU) requires that DVRPC, as the MPO for the region, develop and update a Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds. The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is 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 to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period. 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 the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. SAFETEA-LU expired in September 2009. Until new legislation is passed, funds for transportation are made available through a process of "Continuing Resolutions," which extends SAFETEA-LU spending levels for a period of time.

## Looming Issues

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical infrastructure projects. Unfortunately, due to severe funding limitations there are many projects which are not programmed for funding in the four year TIP period FY13-FY16, and these projects could advance sooner only if additional resources were made available to the region. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and time-frames in which to expect advancement of projects with more realistic costs, and to indicate a certain level of commitment to projects which do not fit within the four year TIP, the Draft FY2013 TIP does show a financially constrained twelve year program from FY13-FY24 using assumptions of funding levels that are currently available.

Federal funding options for the future are unclear and there are innumerable challenges and uncertainties to address. SAFETEA-LU expired on September 30, 2009, and until a new bill is approved, the current system will have to operate on extensions via continuing resolutions. Congress has acted to extend the federal transportation program through June, 2012, at current funding levels, but there is no agreement on a longer-term, predictable funding package. The future level of funding is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has continued to decrease over the last three years, while both operating and capital expenses increased dramatically. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds).

Overall funding levels provided to the DVRPC region and documented in PennDOT's Financial Guidance show current highway funding levels are 30% lower than at the time of developing the FY2009 TIP for PA. SEPTA indicates that annual capital funding levels provided for the Draft FY2013 TIP for PA are the lowest since 1997.

SEPTA's programming for the first four years of the TIP (FY 2013-2016) is focused on funding financial obligations, commitments to contracts currently awarded, federal mandates, and safety-related or essential vehicle and infrastructure replacement and rehabilitation programs. Without adequate capital funding, SEPTA cannot advance essential projects such as substation and bridge rehabilitations until outer years of the TIP. SEPTA's substations are generally more than 80 years old, and many bridges are over 100 years old, but these important repairs have been deferred until FY 2018. Major station projects are being delayed until 2023. Funding is not available to ensure that SEPTA can continue to purchase hybrid (rather than diesel) vehicles.

Programming for highway projects in the DVRPC region within the first four years (FY13-FY16) is focused on "fix it first" road and bridge rehabilitation and reconstruction projects. Additional funds were provided to the region to advance the I-95/PA Turnpike Interchange completion project, but many projects that cannot be advanced at this time include medium and large scale, multi-year funded projects such as US 1 and US 422 rehabilitation, and new capacity projects such as a US 30 Bypass, in addition to a multitude of structurally deficient bridges located all over the region.

## Program Summaries

The Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania contains approximately 385 projects, totaling more than \$3.7 billion for the phases to be advanced over the next four years, averaging \$925 million per year. Programmed funds include \$2.3 billion for projects primarily addressing the highway system and \$1.4 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Delaware River Port Authority/PATCO (DRPA/PATCO). Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania and includes \$536 million provided to the region through the Pennsylvania Statewide Interstate Management Program (IMP).

Table 1: TIP Cost Summary by County and Transit Operator, Pennsylvania  
Subregion (\$000)

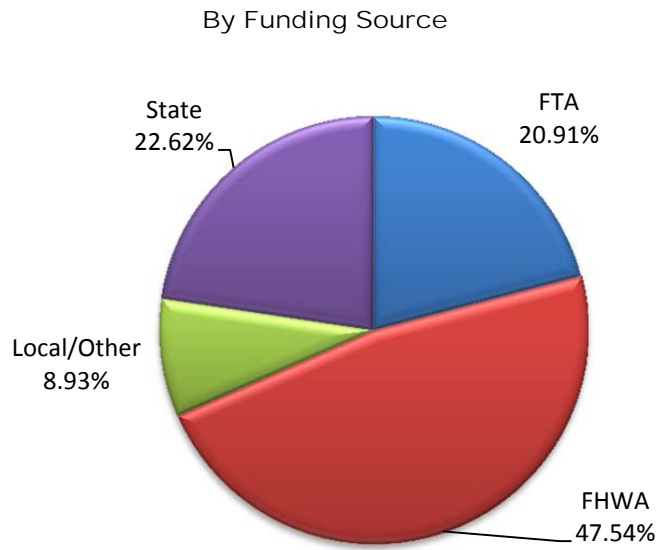
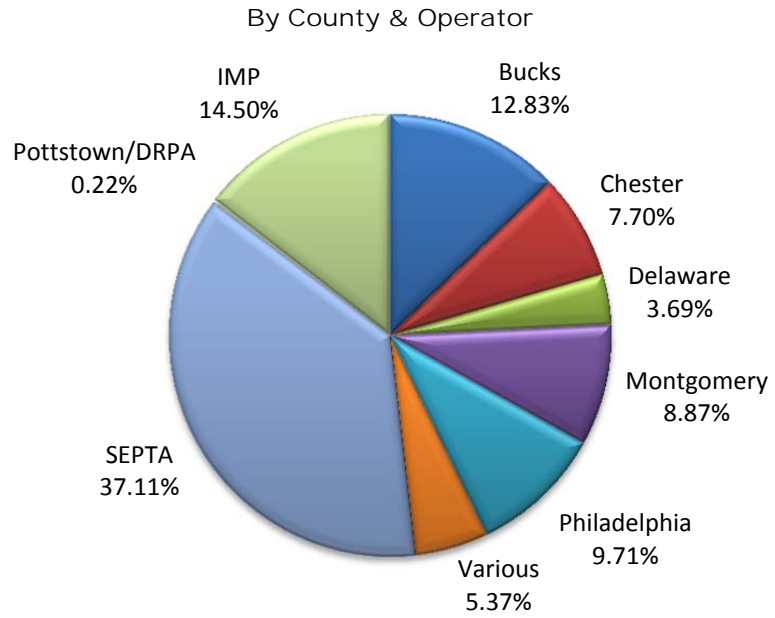
	FY2013	FY2014	FY2015	FY2016	Total
<b>Highway Program</b>					
Bucks	\$99,049	\$139,796	\$117,531	\$118,352	\$474,728
Chester	\$72,907	\$64,381	\$68,963	\$78,770	\$285,021
Delaware	\$33,717	\$32,669	\$45,659	\$24,369	\$136,414
Montgomery	\$74,532	\$57,884	\$67,892	\$112,576	\$312,884
Philadelphia	\$96,616	\$106,238	\$105,680	\$50,980	\$359,514
Various	\$50,832	\$48,423	\$47,666	\$51,669	\$198,590
-Interstate	\$222,558	\$191,687	\$107,429	\$14948	\$536,622
<b>Subtotal</b>	<b>\$650,211</b>	<b>\$641,078</b>	<b>\$560,820</b>	<b>\$451,664</b>	<b>\$2,303,773</b>
<b>Total Cost – 4 Year Highway Program</b>					<b>\$2,303,773</b>
<b>Transit Program</b>					
SEPTA	\$343,293	\$343,345	\$343,398	\$343,453	\$1,373,489
DRPA/PATCO*	\$1,000	\$0	\$0	\$0	\$1,000
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500
Pottstown	\$1,754	\$1,754	\$1,754	\$1,754	\$7,016
Subtotal	\$361,547	\$345,099	\$345,152	\$345,207	\$1,397,005
<b>Total Cost – 4 Year Transit Program</b>					<b>\$1,397,055</b>
<b>Grand Total Cost – 4 Year Highway and Transit Program</b>					<b>\$3,700,828</b>

Source: DVRPC, 2012

\* See the FY2012 DVRPC TIP for NJ for the main program & projects for DRPA/PATCO.



Figure 1: Cost Summaries for the Pennsylvania Subregion (Highway and Transit Programs)



Draft DVRPC FY2013-2016 TIP PROJECTS FOR  
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

**Bucks County**

- |  |  |
|--|--|
| 12931 Worthington Mill Rd Br (Bridge)  | 90327 River Rd o/ Trib Delaware (Bridge) |
| 13014 Clay Ridge Road Bridge Over Beaver Creek (CB #30)                              | 92741 Main St o/Br Perkiomen Cr (Bridge) |
| 13240 Old Bethlehem Road Bridge Over Kimples Creek                                   | 95449 Lower Bucks County Waterfront      |
| 13242 Pineville Road Bridge Over Pidcock Creek                                       |  |
| 13248 Walnut Street Bridge Over Perkiomen Creek (CB #13)                             |  |
| 13296 Rickert Road Bridge Over Morris Run Creek (CB #21)                             |  |
| 13347 I-95, PA Turnpike Interchange (TPK)- STAGE 1                                   |  |
| 13377 Main St over SEPTA (Bridge)  |  |
| 13440 Allentown Road and PA 663 Bridges (2) Over Licking Creek                       |  |
| 13606 Hulmeville Avenue Bridge Over Conrail  |  |
| 13607 Upper Ridge Road Bridge Over Unami Creek                                       |  |
| 13609 PA 313/US 202, East State Street to Mechanics Road Intersection Improvements   |  |
| 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements                   |  |
| 13716 Headquarters Road Bridge Over Tinicum Creek                                    |  |
| 13727 Bristol Road Intersection Improvements   |  |
| 17918 I-95, Transit Improvements/FLEX (Cornwells Heights)                            |  |
| 47392 Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration                 |  |
| 50633 PA 263, Old York Road Concrete Rehabilitation and Overlay                      |  |
| 50634 County Line Road Restoration (M04)(3R)   |  |
| 57619 Route 313 Corridor Improvements  |  |
| 57624 Woodbourne Road/Lincoln Highway Intersection Improvements                      |  |
| 57625 Route 232, Swamp Road Safety Improvements                                      |  |
| 57635 Quakertown Joint Closed Loop Signal System                                     |  |
| 57639 Newtown-Yardley Road Intersection Improvements                                 |  |
| 57641 Bustleton/Bridgetown Pike Closed Loop Signal System                            |  |
| 61682 Old Route 13 Pedestrian Improvements (TE)                                      |  |
| 64779 County Line Road Widening  |  |
| 64781 Swamp Road/Pennswood Road Bridge Over Branch over Neshaminy Creek              |  |
| 65922 Route 13, East Coast Greenway Bke/Ped Bridge (North Phase 1 (TE)               |  |
| 69912 River Road Bridge Over Tohickon Creek  |  |
| 70218 Delaware Canal Pedestrian Tunnel   |  |
| 71159 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE)                   |  |
| 72906 Afton Avenue Streetscape (HTSSRS)  |  |
| 74827 Delaware Canal Enhancement   |  |
| 77449 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE) |  |
| 77455 Broad/Main/Front Streets Streetscape - Phase 3 (TE)                            |  |
| 77456 Route 13, Redevelopment Project, Croydon (TE)                                  |  |
| 77468 PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)                       |  |
| 77469 Doylestown Borough Safe Routes to School (TE)                                  |  |
| 78516 Bridge Replacement Brownsville Road  |  |
| 80056 Mill Road Bridge Over Neshaminy Creek  |  |
| 86860 PA 611 Bridge Over Cooks Creek   |  |
| 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)                                 |  |
| 87088 Chalfont Pedestrian Facilities (SRTS) - Round 1                                |  |
| 88083 Stoopville Road Improvements - Phase 2   |  |
| 90197 Tyburn Road Bridges (1) Over Amtrak/Conrail                                    |  |

Draft DVRPC FY2013-2016 TIP PROJECTS FOR  
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

**Chester County**

14134 West Bridge Street Bridge Over Amtrak  
14236 Little Washington Road Bridge Over Culbertson Road  
14251 Chandler Mill Road Bridge Over West Branch of Red Clay  
Creek  
14261 Church Road Bridge Over Valley Creek  
14327 PA 926 Bridge Over Brandywine Creek  
14351 Rudolph and Arthur Covered Bridge On Camp Bonsul  
Road over Big Elk Creek  
14354 Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line  
14484 PA 41 Study  
14515 PA 100, Shoen Road to Gordon Drive (02L)  
14541 US 1, Baltimore Pike Widening  
14675 Chester Valley Trail (Sec 2/3) - Phase 2  
47979 Paoli Transportation Center Road Improvements  
57659 French Creek Parkway - Phase 1  
57664 Newark Road Intersection Improvements  
57683 Old Gap/Newport Pike Bridge Over Valley Creek  
57684 PA 82 Bicycle/Pedestrian Trail  
59434 Schuylkill River Trail (Q20)  
61690 Uwchlan Township Trails - Phase II  
61885 Schuylkill River Trail (Q42)  
64222 US 422 Expressway Reconstruction, Chester and  
Montgomery (M1A)  
64494 US 202, Swedesford Road to PA 29 (Section 320)  
64498 US 202, Exton Bypass to Route 29 (Section 330-Mainline)  
69647 US 322, Brandywine Creek Avenue Bridge Over  
Brandywine Creek  
69917 PA 41, Gap Newport Pike Bridge Over Valley Creek  
69918 PA 41, Gap Newport Pike Bridge Over Officers Run  
69919 PA 372, Lower Valley Road Bridge Over Officers Run  
71195 Coatesville Train Station Rehabilitation (TE)  
71197 Sadsburyville Village Enhancement Plan (HTSSRS)  
71198 Park Road Trail (TE)  
72910 Coatesville Third Avenue Train Station - Streetscape  
(HTSSRS)  
72911 Phoenixville Streetscape (HTSSRS)  
72912 West Grove Community Streetscape (HTSSRS)  
77457 Church Street Streetscape (TE)  
77459 Phoenixville Streetscape (HTSSRS)  
77476 Kennett Pike Bikeway  
80042 PA 100, Corridor Safety Improvements  
80049 Walker Road Bridge Over Trout Run Creek (Thompson  
Bridge)  
80050 Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's  
Bridge)  
80101 PA 52, Wawaset/Unionville Road South Roundabout  
81286 Creek Rd o/ E Brandywine (Bridge)  
83710 Boot Road Extension Bridge Over Brandywine Creek  
84410 US 202, Section 300 CMP Commitments (Transit)  
84961 Yellow Springs Parking & Street Enhancement (TCSP)  
85062 PA 252 Underpass/US 30 Intersection  
86064 Hadfield Road Bridge Over Beaver Creek (CB #244)  
86696 Watermark Road Bridge Over Muddy Run (CB #21)  
86698 Osborne Road Bridge Over Beaver Creek  
90612 Boot Road o/ Amtrak (Bridge)  
92733 Dwnngtwn Pk o/EBr Brndywn (Bridge)  
95430 US 202 at SR 926 Intersection Improvement

**Draft DVRPC FY2013-2016 TIP PROJECTS FOR  
PENNSYLVANIA**

**Highway, Transit, and Interstate Management Programs**

**by MPMS# and Project Title**

**Delaware County**

- |  |  |
|--|--|
| 14747 US 322 Final Design  | 90478 Norris Street East Grade Crossing  |
| 14891 Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run | 90480 Norris Street West Grade Crossing  |
| 15008 Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line                    | 90620 Townsend Avenue Grade Crossing     |
| 15183 Station Road Bridge Over Chester Creek (CB #234)                         | 92315 Ruth Bennett Electrical            |
| 15185 Old Forge Road Over Rocky Run (CB #209)                                  | 92316 Ruth Bennett HVAC                  |
| 15225 Ardmore Avenue Bridge Over SEPTA and Cobbs Creek                         | 92317 Ruth Bennett Plumbing              |
| 15251 US 1, Baltimore Pike Interchange Improvements                            | 92323 Wanamaker Ave o/ Darby Ck (Bridge) |
| 15306 Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line                 | 92323 Wanamaker Ave o/ Darby Ck (Bridge) |
| 15345 PA 252, Providence Road Widening   | 92808 Marshall Rd o/ Cobbs Crk (Bridge)  |
| 15368 MANOA RD:BRG OVER CK (Bridge)  | 94909 Engle Street Grade Crossing        |
| 15406 PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line             | 95429 US 202 and US 1 Loops Roads        |
| 47147 3rd Street Dam Over Broomall Lake  |  |
| 47992 New Road Over West Branch of Chester Creek (Crozierville Bridge)         |  |
| 47993 7th Street Bridge Over Chester Creek                                     |  |
| 48168 Baltimore Pike Signals   |  |
| 50520 Nether Providence Sidewalks and Trail (TE)                               |  |
| 57757 Morton Avenue Intersection Improvements                                  |  |
| 57770 Grant Avenue Bridge Over Muckinipates Creek                              |  |
| 57772 Convent Road Bridge Over Chester Creek (CB# 6)                           |  |
| 57773 Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line                       |  |
| 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange                       |  |
| 64790 MacDade Boulevard Closed Loop Signal System                              |  |
| 64791 PA 420, Kedron Avenue  |  |
| 65911 Marcus Hook Streetscape (TE)   |  |
| 65914 Sharon Hill Train Station Rehabilitation (TE)                            |  |
| 69665 South Creek Road Bridge Over Brandywine Creek                            |  |
| 69815 US 322, Environmental Mitigation (MIT)                                   |  |
| 69816 US 322, US 1 to Featherbed Lane (Section 101)                            |  |
| 69817 US 322, Featherbed Lane to I-95 (Section 102)                            |  |
| 70219 PA 291, East Coast Greenway  |  |
| 70228 I-476, MacDade Boulevard Ramp Improvements                               |  |
| 70245 Chester City Access Improvements II                                      |  |
| 71200 PA 291, East Coast Greenway/Industrial Heritage Highway (TE)             |  |
| 71202 East Coast Greenway/Chester Riverfront Improvement Phase II (TE)         |  |
| 72913 Chester Commercial Business District (HTSSRS)                            |  |
| 75800 College Avenue Bridge Over SEPTA Norristown High Speed Line              |  |
| 77085 Ruth Bennett House   |  |
| 77450 Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)                      |  |
| 77460 Lincoln Avenue Renaissance Project (TE)                                  |  |
| 77472 Knowles Avenue Sidewalk and Underpass (TE)                               |  |
| 80051 Rosemont Avenue Bridge Over Darby Creek (CB #73)                         |  |
| 86368 Mount Alverno Road Bridge Over Chester Creek (CB #9)                     |  |
| 86370 Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)                   |  |
| 87109 Swarthmore Borough Pedestrian Access Upgrade (SRTS) - Round 1            |  |
| 87119 Nether Providence Township Sidewalks (SRTS) – Round 1                    |  |
| 87120 Upper Darby Township Sidewalks (SRTS) - Round 1                          |  |
| 87940 Pedestrian and School Children Safety (TCSP)                             |  |
| 90473 Highland Avenue Grade Crossing   |  |
| 90477 Flower Street Grade Crossing   |  |

Draft DVRPC FY2013-2016 TIP PROJECTS FOR  
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

**Montgomery County**

15769 Limekiln Pike Bridge Over Little Neshaminy Creek  
15992 Rockland Avenue Bridge Over Amtrak's Harrisburg Line  
(Removal)  
16085 PA 29, Gravel Pike Bridge Over Hosensack Creek  
16086 PA 29, Gravel Pike Bridge Over East Branch of  
Perkiomen Creek  
16099 Camp Road Bridge Over East Branch of Perkiomen Creek  
16150 Tookany Creek Parkway Bridge Over Tookany Creek (CB)  
16191 Elm Street Bridge Over Plymouth Creek  
16214 PA 611, Old York Road Over SEPTA R3  
16216 Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail  
Lines  
16239 NEW HANOVER SQ RD BR  
16334 PA 73, Church Road Intersection and Signal  
Improvements  
16396 Church Road Bridge Over Norristown High Speed Line  
(CB)  
16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155)  
16408 Fruitville Road Bridge Over Perkiomen Creek (CB #23)  
16484 Edgehill Road Bridge Over Old York Road  
16610 Ashmead Road Bridge Over Tookany Creek (CB)  
16658 Old Forty Foot/Skipack (Bridge)  
16665 US 202, Markley Street Southbound (Section 500)  
16703 Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) -  
Part 5 of River Crossing Complex  
16705 Chester Valley Trail Extension (C036)  
16726 WarminsterRd/Pennypack Ck (Bridge)  
48186 Pottstown Area Signal System Upgrade  
50646 PA 63 Bridges (3) Over Unami Creek and East Branch  
Perkiomen  
57849 PA 29, Main Street Bridge Over Reading Railroad Trac  
(Removal)  
57851 Plank Road/Otts Road/Meyers Road/Seitz Road  
Intersection Improvements  
57858 Lafayette Street Extension (MG1)  
57864 Cowpath Road/Godshall Road/Broad Street Improvem  
57865 Edge Hill Road Reconstruction  
59522 I-476, PA Turnpike Northeast Extension/PA 309 Corrid  
Incident Traffic Management  
63486 US 202, Johnson Highway to Township Line Road (61S)  
63490 US 202, Township Line Road to Morris Road (61N)  
63491 US 202, Morris Road to Swedesford Road (65S)  
63493 US 202, 5-Points Intersection Improvements (71A)  
64796 US 422/PA 363 Interchange Reconstruction (4TR) – Part 2  
of River Crossing Complex  
64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)  
65910 Ambler Streetscape/Station Landscaping (TE)  
66952 PA 23/Valley Forge Road and North Gulph Road  
Relocation (2NG) - Part 1 of River Crossing Complex  
66986 US 422, Schuylkill River Bridge Over Schuylkill River  
(M2A-Stowe)  
69799 PA 309, ITS Integration  
70197 US 422, (New) Expressway Bridge Over Schuylkill Riv  
(SRB) - Part 3 of River Crossing Complex  
71203 Flourtown-Erdenheim Community Gateways (TE)  
72355 Valley Green Road Bridge Over Wissahickon Creek  
72977 Butler Pike Pedestrian Walkway Improvements (HTSSRS)  
72978 Norristown Main Street Streetscape - Phase III (HTSSRS)  
72994 PA 263, York Road Hatboro Revitalization  
(HTSSRS)  
74807 North Broad Streetscape Improvements  
74813 Ambler Pedestrian Sidewalk Improvements (TE)  
74815 Upper Gwynedd Streetscape Improvements (TE)  
74817 PA 263, York Road Hatboro Revitalization (TE)  
74937 Whitemarsh Township Street Improvements (TE)  
77462 Collegeville Main Street Revitalization - Phase 3  
(HTSSRS)  
78736 E King St O/Manatawney Cr (Bridge)  
79863 Lafayette Street, Ford Street to Conshohocken  
Road Extension (MGP)  
79864 Lafayette Street, Barbados Street to Ford Street  
Widen (MGN)  
80021 US 202, Markley Street Improvements (Section  
510)  
80022 US 202, Markley Street Improvements (Section  
520)  
80052 Fetters Mill Bridge Over Pennypack Circle  
80053 Knight Road Bridge Over Green Lane Reservoir  
83742 Keim Street Bridge Over Schuylkill River  
86336 Congo Road Bridge Replacement  
86361 Rockledge Streetscape Improvements, Rockledge  
- Phase III  
86924 PA 422, Resurfacing (PM2)  
87097 Pottstown Borough Improvements (SRTS) Round 1  
87099 Upper Gwynedd Township Improvements (SRTS) -  
Round 1  
87392 Lafayette Street Extension (MGL)  
87522 I-76 Mudslide Improvements  
87938 Bethlehem Pike Roadway Streetscape  
Improvements (TCSP)  
90006 Trooper Road Closed Loop (TCSP)  
92807 Skipack Pike Bridge Replacement  
92839 Ridge Pike/two RR Bridges

# Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

## Highway, Transit, and Interstate Management Programs

### by MPMS# and Project Title

#### Philadelphia

17407 Erie Ave o/ Conrail (Bridge)	79686 I-95, Columbia Street to Ann Street (GR1)
17511 City Ave o/ SEPTA (Bridge)	79743 Logan Square, 20th/Winter/Parkway Improvements
17622 Adams Avenue Bridge Over Tacony Creek	79826 I-95N: Columbia-Ann St N (GR3) (IMP)
17659 Harbison Avenue/Aramingo Avenue Safety Improvement (C048)	79827 I-95S: Columbia-Ann St N (GR4) (IMP)
17697 Island Avenue Signal Upgrade	79828 I-95: Race - Shackamaxon (GR5) (IMP)
17816 Chestnut Street Bridges (4) at 30th Street	79903 I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)
17821 I-95, Shackamaxon Street to Ann Street (GIR) – Design	79904 I-95N: Betsy Ross Inter (BR2) (IMP)
46956 North Delaware Avenue Extension	79905 I-95S: Betsy Ross Inter (BR3) (IMP)
46958 Philadelphia Naval Shipyard Access	79908 I-95, North of Bridge Street Interchange Construction (BS1) (IMP)
47811 I-95, Orthodox Street to Levick Street (BSR) - Design(IMP)	79910 I-95S: Bridge St Inter (BS2) (IMP)
47812 I-95, Betsy Ross Interchange (BRI) - Design(IMP)	79911 I-95 Allegheny Ave Interchange (AFI) (IMP)
47813 I-95, Ann Street to Wheatshaeaf Lane (AFC)	79912 I-95: Allegheny Ave Inter (AF2) (IMP)
48193 Allen's Lane Bridge Over SEPTA R8 Rail Line	80054 2-Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2
48195 Tyson Avenue Signal Improvement	80055 Holme Avenue Bridges (2) Over Roosevelt Blvd
56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB)	80104 Henry Ave Corridor Safety Improvements
57276 Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	81292 Frankford Av/Frankford Ck (Bridge)
57894 Stenton Avenue and Godfrey Avenue Signal Modernize	83640 I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)
57897 Haverford Avenue Signal Modernization	84649 Parkway Streetscape Improvements
57901 Lincoln Drive (3R)	85059 Shakespeare Park Renovation
57902 City Wide 3R Betterments	85415 Olney Ave Safety Improvements
57904 PA 291, Platt Bridge Over Schuylkill River	85417 Allegheny Avenue Safety Improvements
61712 North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	85419 Erie Av: Broad St. - K St
61714 Manayunk Canal Restoration	87107 School District of Philadelphia Improvement (SRTS) - Round 1
61717 Fairmount Water Works Dock (TE)	87124 Sister Cities Plaza Renovation - Phase I
62694 Passyunk Avenue Drawbridge Over the Schuylkill River	87937 Avenue of the Arts Revitalization and Streetscape (TCSP)
62717 Lehigh Avenue West Signal Modernization	88085 Byberry Road Bridge Replacement
65915 Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)	88767 1-Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1
68067 Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	88768 3-Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3
68072 PATCO Directional Signage, Philadelphia	89180 Philadelphia Art Museum Improvements
69828 Market Street Bridges (2) Over Schuylkill River and CS Railroad (MSB)	90096 Spring Garden O/Schuylkill (Bridge)
69909 Willits Road Bridge Over Wooden Bridge Run	90097 Spring Garden St. o/ I-76 (Bridge)
69913 Grays Ferry Avenue Bridge Over Schuylkill River	90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)
69914 Fifth Street over Conrail (Bridge)	90180 East Coast Greenway/58th Street Connector Greenway (TIGER)
70014 Center City Signal Improvements (North) - Phase 3	90482 North Delaware Riverfront Greenway (TIGER)
70243 American Street Streetscape	91490 Expressway Service Patrol - Philadelphia
71210 West Bank Greenway/Philadelphia Zoo Multipurpose T (TE)	91573 South Street Pedestrian Ramp - Phase II
72597 Ben Franklin Bridge Philadelphia Operational Improve	91837 City Wide Resurfacing (# 103B)
73134 Gateway Revitalization/Torresdale Av Strscpe Im Pr	92376 Walnut Lane Bridge Over Wissahickon Creek
74823 Philadelphia Zoo Intermodal Transportation Center	92554 Ridge Ave Over Amtrak (Bridge)
74824 Walnut Street Gateway Improvements (TIGER)	92809 Roosevelt Blvd Exit (Bridge)
74828 American Cities/Safe Routes to School - Phase 3	93106 Philadelphia Traffic Operations Center
74841 PRPA Access Project	95450 Woodland Ave Transit Signal Priority Upgrades (TSP)-(TIGER)
75804 University Av/CSX Rail (Bridge)	95451 Bustleton Ave North Transit Signal Priority Upgrades (TSP) (TIGER)
76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)	95452 Bustleton Ave South Transit Signal Priority Upgrades (TSP)-(TIGER)
77452 Manayunk Canal Restoration - Phase 3 (TE)	
77467 Fox Chase/Rockledge Streetscape, Philadelphia – (TE)	
77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2	
77485 Mill Creek Safe Routes to School (TE)	
78758 JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street	
78764 W Girard Ave O/CSX (Bridge)	
79685 I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)	

# Draft DVRPC FY2013-2016 TIP PROJECTS FOR

## PENNSYLVANIA

### Highway, Transit, and Interstate Management Programs

#### by MPMS# and Project Title

#### Various Counties

17891 TransitChek Mass Marketing Efforts  
17900 Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)  
17928 Ozone Action Program  
36927 Railroad/Highway Grade Crossings  
48197 CSX Trenton Line Clearance Project  
48199 Transportation Management Associations (TMA)  
48201 DVRPC Competitive CMAQ Program  
48202 Regional GIS Support – DVRPC  
57927 Regional Safety Initiatives (HSIP)  
64652 Transportation Community Development Initiative (TCDI)  
64984 Highway Transportation Enhancements Line Item  
65109 Transit Flex – SEPTA  
66460 TE Project Engineering and Management – DVRPC  
66461 CMAQ Project Engineering and Management – DVRPC  
72738 Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC  
75767 District Bridge Design Program  
75854 District Program Management Services "A"  
75855 District Program Management Services "B"  
79927 Highway Reserve Line Item  
79929 Bridge Reserve Line Item  
79980 STU Reserve Line Item  
80093 I-76, Regional Travel Information  
82216 NHS Reserve Line Item  
82395 916 Approp. Reserve Line Item  
84318 CMAQ Reserve Line Item  
84457 Signal Retiming Program  
86077 Update Travel Simulation – DVRPC  
95447 Local Bridge Line Item

#### Pottstown

59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

#### DRPA/PATCO

74840 Commodore Barry Bridge Security Improvements – DRPA

#### Montgomery County

90680 Ardmore Transit Center Line Item

#### SEPTA

15407 Villanova Intermodal Station Accessibility  
59966 Capital Asset Lease Program  
59973 Utility Fleet Renewal Program - Non Revenue Vehicles  
60255 Regional Rail Signal Modernization Program  
60271 Station Accessibility Program - ADA Compliance  
60275 Debt Service  
60286 SEPTA Bus Purchase Program - 40'  
60317 Federal Preventive Maintenance  
60335 City Hall Station / 15th Street Station Rehabilitation  
60557 System Improvements  
60571 Environmental Cleanup and Protection Program  
60574 Paoli Transportation Center  
60582 Vehicle Overhaul Program  
60599 Paratransit Vehicle Purchase  
60611 Fare Collection System/New Payment Technologies  
60629 Job Access and Reverse Commute (JARC) and New Freedom  
60638 Regional Rail Car, Locomotive, and Trolley Acquisition  
60651 Substation Improvement Program  
60655 Levittown Intermodal Facility Improvements (B)  
73214 Ardmore Station  
77180 State of Good Repair  
84642 Jenkintown Platform and Garage Project  
84643 Malvern Station and Pedestrian Tunnel Improvements  
87176 69th Street Intermodal Parking Garage  
90497 Infrastructure Safety and Renewal Program  
90509 Infrastructure Safety and Renewal Program - Building Bridges  
90512 SEPTA Bus Purchase Program  
90515 Infrastructure Safety and Renewal Program - Communication and Signals  
90528 Infrastructure Safety and Renewal Program - Power  
92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA  
95402 Bridge Improvement Program

## Learn more and share your ideas...

DVRPC encourages the public to provide comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2013 TIP for Pennsylvania will be open from May 3, 2012, and extended through June 3, 2012, at 5:00 p.m. (EST). All comments must be submitted in writing so they can be included as part of the formal public record and final TIP document.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Additionally, written comments can be forwarded to:

- TIP Comments c/o DVRPC Public Affairs Office, 8<sup>th</sup> Floor, 190 N. Independence Mall West Philadelphia, PA 19106

OR

- Emailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

OR

- Faxed to "TIP Comments" at 215-592-9125

There will be a public meeting held to allow the public to present their comments on:

**TUESDAY, MAY 15, 2012**

**4:00 p.m. - 6:00 p.m.**

American College of Physicians Building  
DVRPC 8<sup>th</sup> Floor Conference Center  
190 N. Independence Mall West  
Philadelphia, PA 19106

**Copies of the Draft FY2013 TIP for Pennsylvania are available for review on the DVRPC web site at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/) and in print at the DVRPC Resource Center. This document will also be available for review at the public meeting.**

For more information, please contact DVRPC's Office of Capital Programs at 215-238-2938 or via email at [eschoonmaker@dvrpc.org](mailto:eschoonmaker@dvrpc.org).



Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1520

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Publication Title: Highlights for the Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania

Publication Number: 13001C

Date Published: May 2012

Geographic Area Covered: Pennsylvania Subregion (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Bike and Pedestrian, Bridges, Conformity ,Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act , Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: The Highlights for the Draft DVRPC FY2013 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in the Pennsylvania Subregion which will seek federal funding in fiscal years 2013 to 2016. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft FY2013 TIP for PA.

Staff Contact:

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Delaware Valley Regional Planning Commission  
190 North Independence Mall West - 8th Floor  
Philadelphia, PA 19106-1520  
☎ 215-592-1800  
Fax: (215) 592-9125  
Internet: [www.dvrpc.org](http://www.dvrpc.org)

## Tribe and Nations Outreach

The following text was emailed on May 3, 2012 to the following federal or state recognized tribes in the region:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe
- Eastern Shawnee Tribe of Oklahoma
- Onondaga Nation
- Shawnee Tribe
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation

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Good Morning,

The Delaware Valley Regional Planning Commission (DVRPC) is releasing several documents for public comment:

**DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA:**

(<http://www.dvrpc.org/TIP/fy13-draft.htm>)

**PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT**

([http://www.dvrpc.org/Connections/pdf/SJ\\_BRT\\_Analysis.pdf](http://www.dvrpc.org/Connections/pdf/SJ_BRT_Analysis.pdf))

**DRAFT TRANSPORTATION CONFORMITY FINDING FOR:**

- **DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA**
- **PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT**
- **FY 2012 TIP FOR NEW JERSEY**

(<http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>)

In accordance with the regulations contained in SAFETEA-LU, you are receiving these documents as part of the 30-day public comment period. The draft TIP and proposed long-range plan amendment have a public comment period of May 3-June 1, 2012, and the draft Conformity Finding's public comment period is May 7-June 5, 2012. Other parties, governmental agencies, and the general public are receiving the same information at this time.

Please see the full notice below. If you would like to receive hard copies of these documents, please let me know. Thank you.

Jane M. Meconi, AICP

Public Involvement Manager  
Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8th Fl.  
Philadelphia, PA 19106  
p 215-238-2871 \* f 215-592-9125

follow DVRPC on Twitter! [www.twitter.com/DVRPC](http://www.twitter.com/DVRPC)



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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:**

- **DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- **PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT**
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR:  
DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA  
PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT  
FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

**Please join us for a public meeting and information session on the Draft FY 2013 TIP, the proposed Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:**

**Tuesday, May 15, 2012  
DVRPC Conference Room  
190 N. Independence Mall West, 8<sup>th</sup> Fl.  
Philadelphia, PA 19106**

**An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:**

**Tuesday, May 22, 2012  
Deptford Township Municipal Building  
First Floor Conference Room  
1011 Cooper Street  
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/1-676, in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Copies of DVRPC's documents are available online at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). There is an online tool that can be used to review or map individual projects in an interactive way at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Plan amendment: <http://www.dvrpc.org/Connections>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

The public comment period will also serve as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online at: <http://www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransPr og?OpenForm>. The public involvement process for the TIP conducted by DVRPC is in cooperation with the PennDOT to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

**Comments for the Draft TIP and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.**

*DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.*

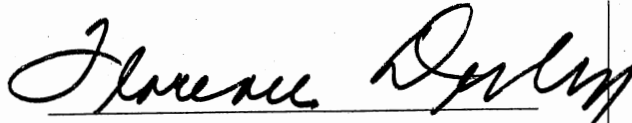
Proof of Publication in The Philadelphia Inquirer  
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

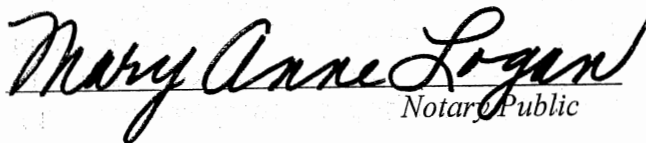
Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 2, 2012

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 2<sup>nd</sup> day of  
May, 2012.



Notary Public

My Commission Expires:

NOTARIAL SEAL  
Mary Anne Logan, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires 3/30/2013

Copy of Notice of Publication

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system; and the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the Draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity Finding is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, faxed to 215-592-9125, or e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). Comments may also be left online at the links provided at [www.dvrpc.org/GetInvolved/PublicNotices/](http://www.dvrpc.org/GetInvolved/PublicNotices/). DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.



# THE PHILADELPHIA TRIBUNE

## PROOF OF PUBLICATION

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16<sup>th</sup> Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 4

AD 2012

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

### COPY OF NOTICE OF PUBLICATION

#### Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); and a proposed amendment to the DVRPC Connections Long-Range Plan (Plan): The South Jersey Bus Rapid Transit (BRT) system. The public comment period for these documents opened on May 3, 2012 and will close at 5 p.m., June 1, 2012. A separate public comment period for the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled for 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity is scheduled for 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, faxed to 215-592-9125, or e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org). Comments may also be left online at the links provided at [www.dvrpc.org/GetInvolved/PublicNotices/](http://www.dvrpc.org/GetInvolved/PublicNotices/). DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

*Antonia Jnobaptiste*  
Antonia Jnobaptiste

Sworn to and subscribed before me  
this 4 day of May 2012

*Bertha Nichols Godfrey*  
COMMONWEALTH OF PENNSYLVANIA

NOTARIAL SEAL  
Bertha Nichols Godfrey, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires October 18, 2015

### STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

PUBLISHING COST

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The Philadelphia Tribune Co., Inc.

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adv the same has been fully paid.

OFF The Philadelphia Tribune Co., Inc.  
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Phone: 215 893-4050





Notices/. DVRPC fully complies with Title VI of the CIVIL RIGHTS Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

(1585886) (\$60.72)

# AFFIDAVIT OF PUBLICATION

State of New Jersey

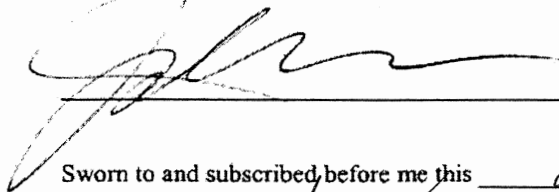
SS:

Gloucester County

## PUBLIC NOTICE

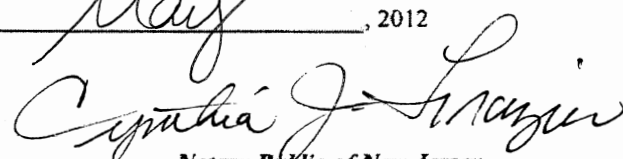
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Joseph P. Owens, being duly sworn, on his oath, says he is an agent of the South Jersey Media Group, publishers of the "Gloucester County Times", a newspaper printed and published at Woodbury, State and County aforesaid, and that a notice of which the annexed is a true copy, was published in said newspaper for a period of 1 times(s), successively commencing on the 2 day of May, 2012 and continuing 2012

 General Manager

Sworn to and subscribed before me this 2 day of

May, 2012



Notary Public of New Jersey  
My Commission Expires on May 12, 2016

**Aviso**

Delaware Valley Regional Planning Commission (DVRPC) ha iniciado un período de comentario público para los siguientes documentos: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); y una enmienda propuesta al DVRPC Connections Long-Range Plan (Plan); El sistema de South Jersey Bus Rapid Transit (BRT). El periodo de comentario público para estos documentos comenzó el 3 de mayo de 2012 y terminará a las 5 de la tarde del día 1ero de junio de 2012. Un período de comentario público aparte para el Draft Transportation Conformity Finding del Draft FY 2013 Pennsylvania TIP, el Connection Plan, y el FY 2012 New Jersey TIP comenzará el día 7 de mayo de 2012 y terminará a las 5 de la tarde del día 5 de junio de 2012. Una reunión pública para todos los documentos esta programada para el Martes 15 de mayo del 2012 de 4:00 a 6:00 de la tarde en DVRPC situado en 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Una reunión adicional para la enmienda propuesta al Plan y para el Draft Transportation Conformity ha sido programada para el martes 22 de mayo de 2012 de 4:00 a 6:00 de la tarde en Deptford Township Municipal Building, situado en 1011 Cooper Street, Deptford, NJ, 08096. El TIP es la lista priorizada de proyectos de transporte que ha sido regionalmente aprobada según estipula la ley federal. El Plan es el proyecto visionario de 25 años de la region para dar prioridad a las inversiones en la rama del transporte en el área. La enmienda al Plan es el resultado de una petición hecha por New Jersey Transit para incluir el proyecto de sistema de South Jersey BRT en el fiscalmente constrenido grupo de proyectos que forman parte del Plan. Transformation Conformity es el proceso que asegura que los planes y programas que reciben ayuda federal sean consistentes con los objetivos de calidad de aire de la región. Copias de los documentos del DVRPC son asequibles en el sitio web [www.dvrpc.org](http://www.dvrpc.org), en el DVRPC Resource Center (situado en la dirección que aparece debajo), y en un número de bibliotecas regionales. Los documentos también estarán a disposición en la(s) reunión(es) pública(s), y pueden ser obtenidos en un formato alternativo o idioma si son solicitados. Los comentarios escritos deben ser enviados a Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office situada en 190 N. Independence Mall West, 8th Fl. Philadelphia, PA 19106, enviados por fax al 215-592-9125, o por correo electrónico a [tip-plancomments@dvrpc.org](mailto:tip-plancomments@dvrpc.org). Los comentarios pueden también ser dejados online en los links dados en [www.dvrpc.org/GetInvolved/Public-Notices/](http://www.dvrpc.org/GetInvolved/Public-Notices/). DVRPC cumple cabalmente con el Title VI del Civil Rights Act de 1964 y estatutos y regulaciones relacionadas en todos los programas y actividades. Las reuniones públicas de DVRPC siempre se toman lugar en instalaciones accesibles de ADA y también en lugares accesibles al tránsito cuando es posible. Se pueden brindar servicios auxiliares a las personas que envíen sus peticiones al menos siete días antes de celebrarse la reunión. Para más

Publication Title: DVRPC FY2013 Transportation Improvement Program for Pennsylvania – Addendum

Publication Number: 13001B

Date Published: August 2012

Geographic Area Covered: Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Highlights of the Draft TIP, Hometown Streets/Safe Routes to School, Index of Comments, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Proof of Publication, Public Comments, Public Involvement, Recommended Changes List, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: This volume contains the following: The Summary of the TIP Public Involvement Process, The Index of Comments, The Original Public Comment Submissions, Agency Responses, The List of Recommended Changes to the Draft FY2013-2016 TIP for PA, The Highlights of the Draft FY2013-2016 TIP, Proof of Publication and Other Supporting Documentation.

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