FY 2025-2026 Congestion Management Process (CMP) Supplemental Projects Memorandum

September 2025

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Executive Summary

The *2025-2026 Supplemental Projects Status Memorandum* summarizes the status of new and updated supplemental commitments for major Single-Occupant Vehicle (SOV) capacity-adding projects. Major SOV capacity-adding projects have scopes that build new roads, through lanes, part-time shoulder use or flex lanes, interchanges, or add movements to existing interchanges. Identifying supplemental strategies is a federal Congestion Management Process (CMP) requirement for any project that uses federal funding that will result in significant increases in SOV capacity-adding. Supplemental commitments aim to ensure new or widened roads do not quickly fill back up with traffic and the region gets the most long-term benefit out of the investment. This memorandum also documents coordination with project sponsors and state departments of transportation (DOTs) to ensure that supplemental strategies are planned in accordance with federal CMP requirements.

Projects in this memorandum with descriptions for new supplemental strategies include:

- PA 309 Connector, Souderton Pike to PA 309 (HT3)
- U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements
- U.S. 1 Improvements Frontage Corridor (Section RC3)
- U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102)
- I-295 and NJ 38 Interchange Operational Improvements
- NJ 73, Dutch Road to NJ 70

This memorandum also provides updates to supplemental strategies as projects progress through their development. These projects include:

- I-95 Sector A
- U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section)
- U.S. 30, Coatesville Downingtown Bypass (Western Section)
- U.S. 30 and Airport Road Interchange Improvement; Airport Road Project Area Section AIR—(separated out of Western Section)

Early involvement in developing supplemental strategies during the scoping, conceptual design, and study stage is consistent with CMP regulations and the region's long-term plan, *Update: Connections 2050* (Plan) goals. Early engagement provides opportunities to consider non-SOV capacity-adding strategies—transportation management and operations (TSMO) and intelligent transportation systems (ITS), travel demand management (TDM), and multimodal containing rail, bus, pedestrian, and bicycle strategies. The CMP is intended to be used to make initial strategy recommendations for early scoping and conceptual design to inform alternatives analysis before it becomes too late to include these alternatives due to increased costs and time in redoing the analysis.

Introduction

This *2025-2026 Supplemental Projects Status Memorandum* develops new and documents the status of existing supplemental project commitments for major Single-Occupant Vehicle (SOV) capacity-adding projects as part of federal Congestion Management Process (CMP) regulations. This memorandum also outlines the review process for major SOV capacity-adding projects and identifies projects that need to have commitments developed in the future.

Major SOV capacity-adding projects will likely impact regional or corridor travel patterns. The criteria for designating what is major SOV-capacity adding takes into consideration, although it is not determined by, projects that are modeled for air quality conformity and/or studies considered likely to result in non-exempt air quality conformity projects. Capacity-adding can occur on existing roads, including general-purpose lanes, part-time shoulder use or flex lanes, movements at interchanges with related road segments, or large intersection projects with associated road segments. New roads are almost always capacity-adding, such as arterial or collector roads, bypass roads, movements at interchanges, or limited-access highways. In some instances, road extensions or new roads to complete or expand an existing urban grid may be exempt. The latest *CMP Procedures* (DVRPC Publication #21010) includes clarification of which projects qualify as major capacity-adding.

The CMP requires that project sponsors first analyze alternatives to adding SOV capacity. Major SOV capacity-adding project strategies may be appropriate when other combined alternative strategies do not reasonably reduce congestion, but these projects must be developed in an appropriate way to get the most long-term benefit from investments and meet federal requirements. The CMP can be used for early scoping and conceptual design strategy recommendations to inform alternatives analysis before it becomes too late to include these alternatives due to increased costs and time in redoing the analysis.

Federal regulations further require that major SOV capacity-adding projects incorporate supplemental commitments to help prevent the new or widened road from being congested again and ensure that the region gets the most long-term value from the investment.[1] DVRPC has published CMP supplemental projects status memoranda in the past that list project commitments.[2] Identifying the most appropriate strategies for a transportation improvement project is a critical component of the CMP and guidance can be found for developing strategies in the *CMP Procedures*, which includes instructions for project sponsors on how to be consistent with the CMP. Chapter 5.4 in the *2023 CMP* (DVRPC Publication #24135) presents a range of travel demand, operational, and multimodal strategies that improve the flow of people and goods, minimize costs, and promote transportation project consistency with the region's long-range plan, *Update: Connections 2050* (Plan).

Major SOV capacity-adding projects should not be programmed in the TIP for final design or later phases without a table of supplemental strategies. Developing supplemental strategies concurrently with projects is a more time and cost-efficient approach to congestion mitigation strategy development, rather than developing supplemental projects on their own. Including supplemental strategy development with preliminary design also streamlines and strengthens National Environmental Policy Act (NEPA) analysis and project design and construction.

[1] The requirement for alternative strategy commitments is laid out in CMP regulations Chapter 23 CFR 450.322 Paragraph (f), which states, "all identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation."
[2] Previous supplemental projects status memorandum reports can be found on the DVRPC website at www.dvrpc.org/CongestionManagement/NewsAndTech.

As a part of project development, project managers should determine whether a proposed project is sufficient to manage the problem, or if there may be a future need for additional projects in the same vicinity to address the specific problem. Examining upstream and downstream impacts requires broader planning and builds on 23 CFR 771.111(f) segmentation considerations as discussed in "NEPA Transportation Decision-making."

Project Review Process

DVRPC staff reviewed the federal fiscal year (FFY) 2024–2027 TIP for New Jersey and the FFY 2025–2028 TIP for Pennsylvania to identify CMP major SOV capacity-adding projects that are near the final design phase. There were eight projects in the DVRPC Pennsylvania portion of the region and two projects in the New Jersey portion where supplemental commitments were deemed necessary. DVRPC staff worked with the project sponsor and other appropriate stakeholders to develop supplemental strategies, and for the Pennsylvania region utilized PennDOT's website to provide additional supplemental strategy information.

A general map is provided for each project (excluding I-95 Reconstruction) showing major proposed improvements.[3] These maps are not meant to identify specific engineering improvements and DOT proposed plans and studies need to be obtained to identify these improvements. The supplemental strategies for each of these projects are listed in the appendices by state for new and updated commitments, including those for I-95 reconstruction. The tables list the commitment description, status, lead agency or organization responsible for implementing the commitment, the CMP Strategy (bolded), and any other commitment comments. The status types are indicated as being investigated, planned, in design, underway, partially completed, completed, ongoing, or dropped. The lead agency is typically the DOT, county, municipality, Transportation Management Agency (TMA), or transit authority.

DVRPC staff are available to provide technical and process support to project managers, including helping to set up stakeholder meetings or providing maps and analysis to advance supplemental strategies. More and earlier involvement between DVRPC staff and project sponsors is desired to help set cost and time expectations and find success in implementing strategies. Some strategies, such as sidewalk construction, could be scaled and implemented in phases, instead of all at once.

SOV Capacity-Adding Projects

There are three types of major SOV capacity-adding projects relating to supplemental commitments: projects with new commitments, projects with updated commitments, and projects with no commitments developed yet.

- **Major SOV capacity-adding projects with new commitments.** The supplemental commitments for these projects are detailed in Appendix A. Projects with new commitments include:
  - PA 309 Connector, Souderton Pike to PA 309 (HT3)
  - U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements
  - U.S. 1 Improvements Frontage Corridor (Section RC3)
  - U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102)
  - I-295 and NJ 38 Interchange Operational Improvements
  - NJ 73, Dutch Road to NJ 70

[3] I-95 Reconstruction does not include mapping of the major project improvements since the scope of the reconstruction is so extensive.

- **Major SOV capacity-adding projects with updated commitments.** The supplemental commitments for these projects are detailed in Appendix B. Projects with updated commitments include:
  - I-95 Sector A
  - U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section)
  - U.S. 30, Coatesville Downingtown Bypass (Western Section)
  - U.S. 30 and Airport Road Interchange Improvement; Airport Road Project Area Section AIR—(separated out as part of Western Section)

- **Potential major SOV capacity-adding projects with no supplemental commitments developed yet.** CMP staff will work with the applicable project managers and other stakeholders to develop a table of supplemental commitments scaled to the project at the appropriate time. These major SOV capacity-adding projects are the next priority projects in the coming year that need to have identified supplemental strategies, and do not include projects that are still in the scoping, conceptual design, and study phase. Project descriptions in these phases are typically not included because the projects are not currently listed in the TIP or the details of the specific improvements have not yet been fully developed. They include:
  - I-76 at Belmont / Rock Hill (MPMS #64795)
  - I-95 Sector B, Philadelphia County, PA
  - I-95 Sector C, Delaware County, PA
  - I-95/U.S. 322 Interchange Improvements, Delaware County, PA
  - I-95/PA Turnpike stages 2 and 3, Bucks County, PA
  - PA 663 John Fries Highway (MPMS #99431)
  - U.S. 322 from U.S. 130 to NJ 55, Gloucester County, NJ

Pennsylvania SOV Capacity-Adding Projects

Table 1 lists Pennsylvania projects with new or updated supplemental commitments. For each project, the table lists its county, MPMS number, CMP review status, and TIP status. This section also provides brief project descriptions, maps showing major project improvements, and links to PennDOT websites, as applicable, to provide further detailed project information.

Of the four projects with new supplemental commitments, two of them have been reviewed with the project sponsors. CMP staff will continue to monitor these projects and work with project managers and other stakeholders to further develop a table of commitments as applicable. The remaining two projects have commitments drawn from PennDOT's website, but they need to be further reviewed with project sponsors and new commitments may need to be developed as applicable. Projects with updated supplemental commitments have been reviewed with project sponsors, and CMP staff will continue to monitor these projects and work with the project managers and other stakeholders to further develop a table of supplemental commitments, as necessary.

Table 1: Pennsylvania Major SOV Capacity-Adding Projects

Project	County	MPMS Number(s)	CMP Review Status	TIP Status
I-95 Sector A	Philadelphia	Various	Updated Commitments	Multiple MPMS#'s in design, under construction, or complete
PA 309 Connector, Souderton Pike to PA 309 (HT3)	Bucks and Montgomery	105803	New Commitments, Requires a project sponsor meeting	FD in FY 2025–2028 TIP
U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements	Delaware	15251	New Commitments	FD in FY 2025–2028 TIP
U.S. 1 Improvements Frontage Corridor (Section RC3)	Bucks	93446	New Commitments	FD in FY 2025–2028 TIP
U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section)	Chester	87781, parent (14532)	Updated Commitments	PE in FY 2025–2028 TIP
U.S. 30, Coatesville Downingtown Bypass (Western Section)	Chester	84884 (parent 14532), Subsequently broken out to 107551, 107553, and 107554	Updated Commitments	FD in FY 2025–2028 TIP
U.S. 30 and Airport Road Interchange Improvement; Airport Road Project Area Section AIR	Chester	107553 (parent 84884)	Updated Commitments	FD in FY 2025–2028 TIP
U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102)	Delaware	69817	New Commitments, Requires a project sponsor meeting	FD in FY 2025–2028 TIP

Sources: PennDOT Project Managers, PA TIP 2025–2028.
Note: CMP = Congestion Management Process. FD = Final Design. FY= Fiscal Year. MPMS = Multimodal Project Management System. TIP = Transportation Improvement Program.

Projects with New Commitment Tables

PA 309 Connector, Souderton Pike to PA 309 (HT3)

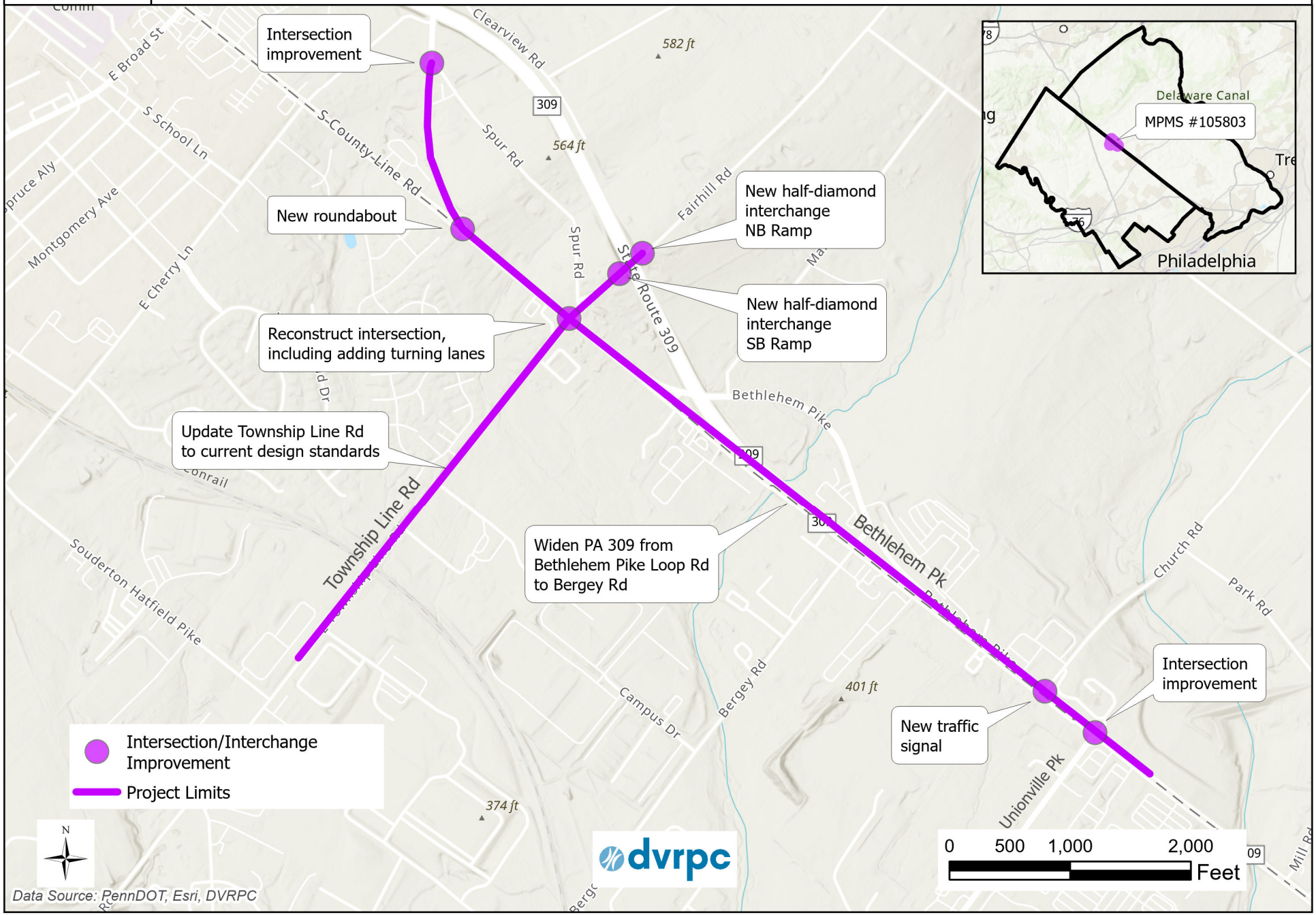
The PA 309 Connector Project will improve the connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks and Montgomery Counties. The PennDOT website www.pa309connector.com/ has specific plan improvements. Phase 1 of the Connector Project (MPMS #16438) created a bypass around Mainland village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road. Phase 2 (MPMS #77211) is extending Wambold Road onto a new alignment and upgrading portions of Township Line Road.

Phase 3 of the project (MPMS #105803) will begin along Township Road just east of Souderton-Hatfield Pike, which is the terminus of Phase 2 (See Figure 1). Appendix A lists supplemental commitments. Township Line Road will be widened to accommodate two 11-foot wide lanes (one lane in each direction) and 8-foot wide shoulders from just east of Souderton-Hatfield Pike to the connection with PA 309. The intersection of Bethlehem Pike and Township Line Road will be totally reconstructed to include additional turn lanes. The proposed connector will continue east after the intersection on a new alignment and connect to Fairhill Road. The Fairhill Road bridge over PA 309 will be replaced with a wider and higher bridge to accommodate the proposed road and meet vertical distance requirements. A half-diamond interchange will be constructed with two new ramps, which will allow vehicles on the proposed connector road to enter PA 309 northbound and allow southbound vehicles on PA 309 to exit to the proposed connector road. The project will terminate just east of the northbound ramp, and Fairhill Road will end with a cul-de-sac.

Improvements and widening will be made along Bethlehem Pike and at the Bethlehem Pike and Bergey Road intersection to the south of the new connector road, and the Spur Road intersection and County Line Road intersection to the north. The intersection of Bethlehem Pike and County Line Road will be reconstructed with a proposed roundabout to improve safety and traffic flow.

Phase 3 of the project also includes improvements at the PA 63 (Sumneytown Pike), Old Forty Foot Road, and PA Turnpike Entrance Ramp interchange, including widening PA 63 southbound for left-turning movements to the entry ramp. These improvements have already been completed.

Figure 1	PA 309 Connector, Souderton Pike to PA 309 (HT3), MPMS #105803



U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements

The U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements project involves the reconstruction and reconfiguration of the U.S. 1 and PA 352 cloverleaf interchange in Delaware County at the terminus of the Media Bypass, and the upgrading of nearby intersections and traffic signals. Figure 2 shows major project improvements and specific plan improvements are available on the PennDOT project website: www.pa352us1delco.com/. Appendix A lists supplemental commitments. In addition, project improvements and widening are proposed along U.S. 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning at U.S. 1 and northwest to PA 452. Local street improvements include enhancing circulation, safety, and accessibility. Pedestrian facilities will be included in improvements.

U.S. 1 Improvements Frontage Corridor (Section RC3)

The U.S. 1 Improvements Frontage Corridor (Section RC3) project includes reconstruction and shoulder widening of U.S. 1, reconstruction of three bridges (West Interchange Road over U.S. 1, PA 413 (Pine Street) over U.S. 1, and Corn Crib Lane over U.S. 1), and superstructure replacement and rehabilitation of one bridge—U.S. 1 over SR 2008 (Highland Avenue). Figure 3 shows an overview of major project improvements. The PennDOT website www.us1bucks.com/section-rc3/ includes specific plan improvements, and Appendix A lists supplemental commitments. The primary proposed improvements for this section of U.S. 1 include:

- Widening U.S. 1 median width from 4 foot to 12 foot to meet current design criteria.
- Replacement of 11,100 feet of existing double-face guide rail median barrier and 2,400 feet of existing concrete median barrier (does not meet design standards) with concrete glare screen.
- Removal of existing raised concrete islands separating the mainline U.S. 1 travel lanes from the existing frontage road to be replaced with 12-foot to 14-foot paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
- Removing all access between the mainline U.S. 1 travel lanes and the frontage roads (redistribute traffic via two (2) new interchanges; one (1) at SR 2045 (Old Lincoln Highway) / SR 2008 (Highland Avenue) and one (1) at PA 413 (Pine Street). The frontage roads will only remain open and accessible in areas with direct property access along the frontage road. All other portions of the frontage roads will be removed.
- Updating the overhead guide signage for the project corridor due to the new interchanges and for coordination with the U.S. 1 Section RC1, RC2, and LHB projects.
- Relocating the existing ITS infrastructure, including conduit throughout the corridor and ITS CCTV camera assembly, communications cabinets and VD sensor assemblies that are supported by the affected overhead guide signs.
- Installing drainage and guide rail upgrades throughout the project limits.

Figure 2 U.S. 1 and PA 352 Interchange and Roadway Improvements, MPMS #15251

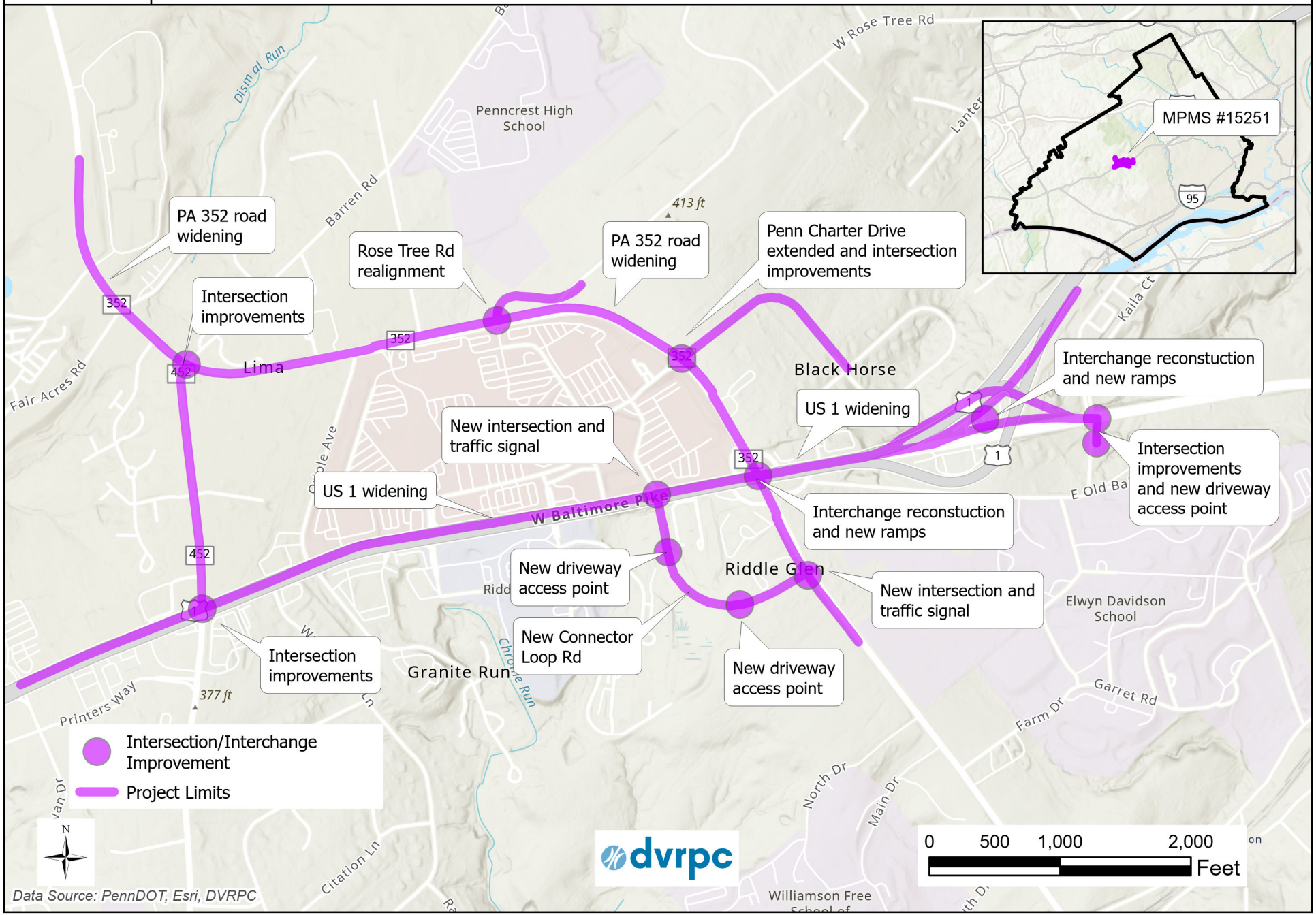
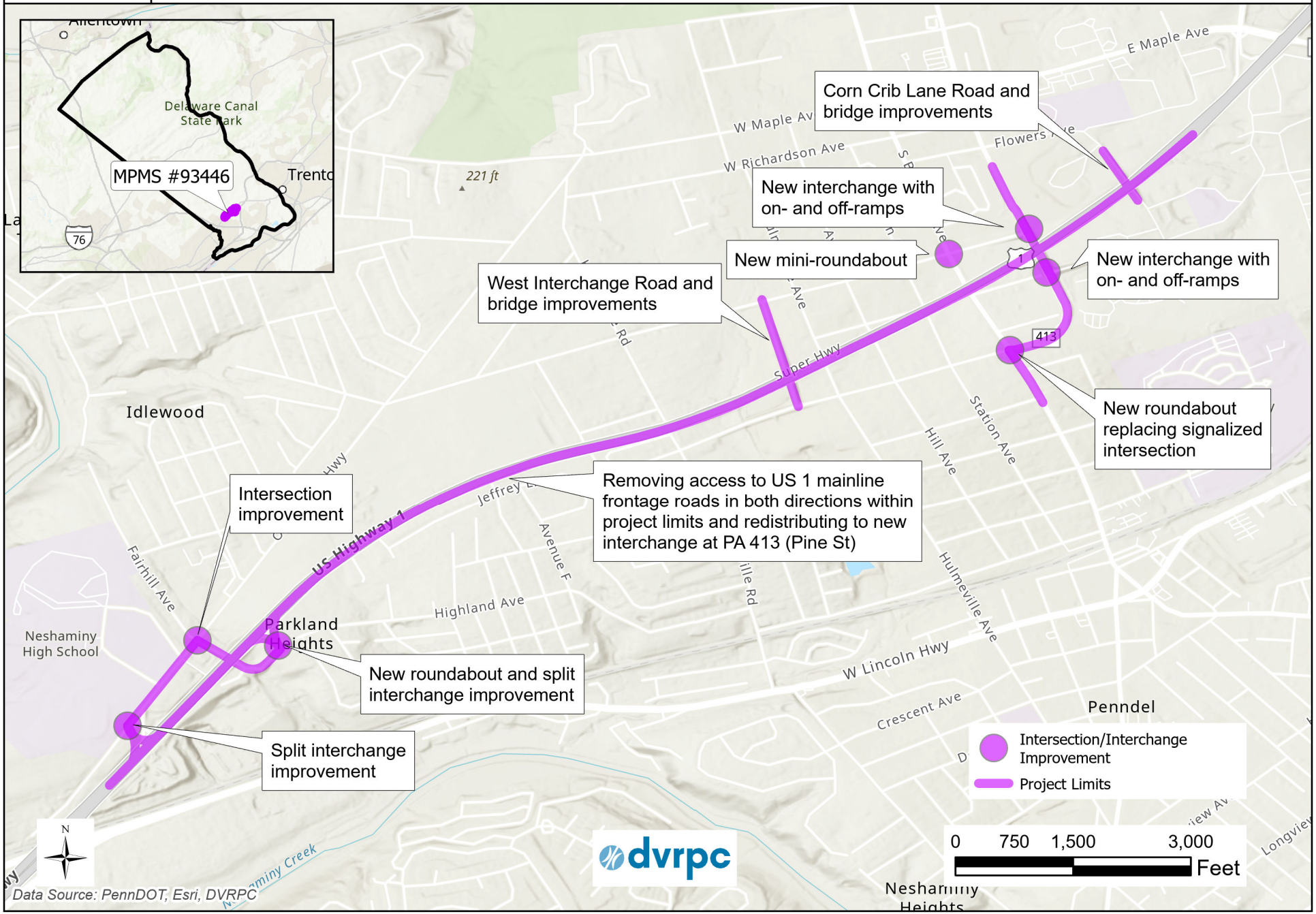


Figure 3	U.S. 1 Improvement Frontage Corridor (Section RC 3), MPMS #93446

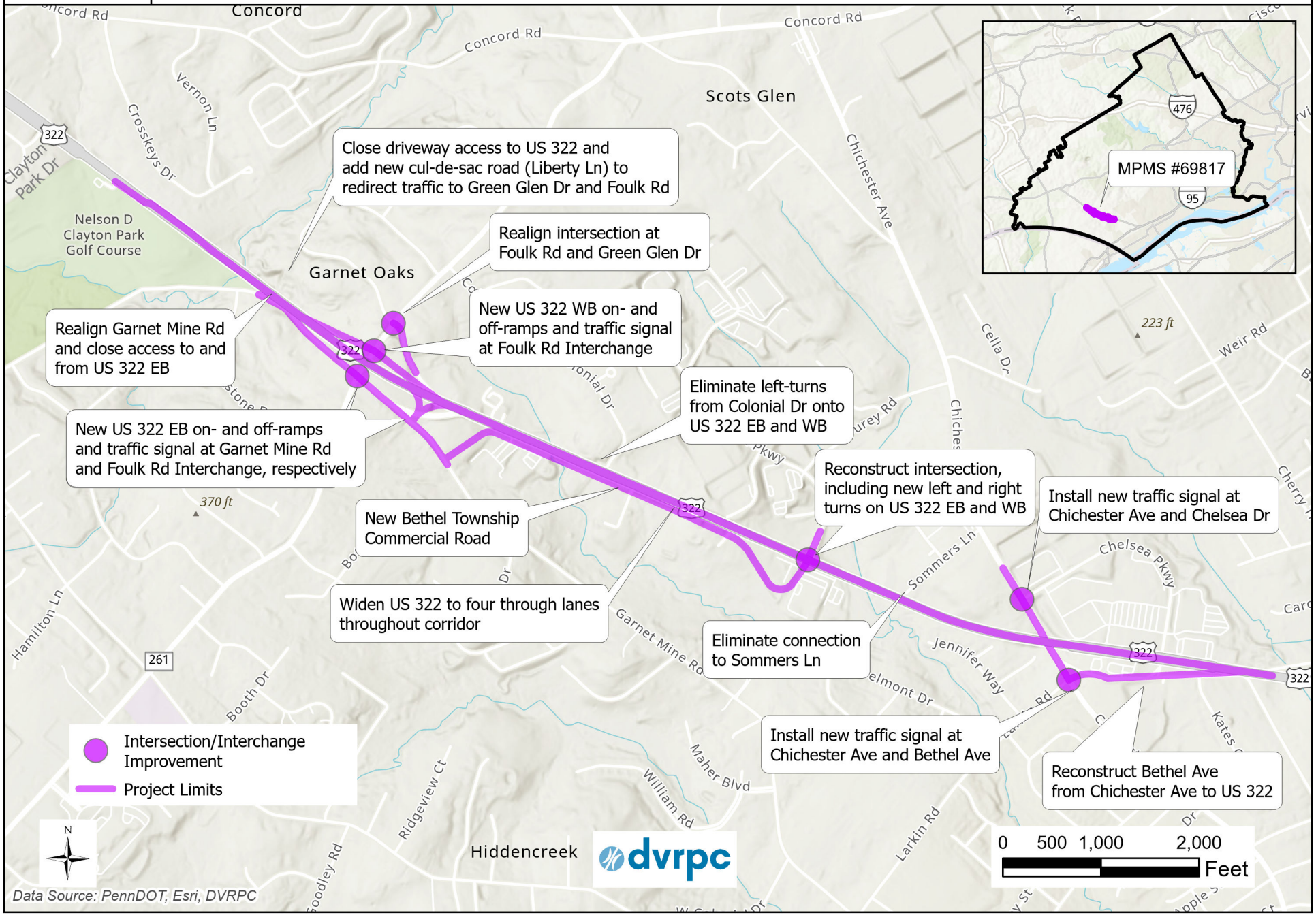


U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102)

The U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102) project will widen U.S. 322 to two lanes in each direction within the project limits and make various intersection and interchange improvements. Figure 4 shows major improvements and specific plan improvements are available at the PennDOT website: www.us322conchester.com/. Appendix A lists supplemental commitments. The primary proposed improvements for this section of U.S. 322 include:

- Construct an additional eastbound and westbound lane from Clayton Park Drive to just east of Chelsea Parkway/Bethel Avenue, with both eastbound and westbound lanes separated by a curbed grass median.
- Construct a Bethel Township commercial Road along the south side of U.S. 322 between PA 261 (Foulk Road) and Creek Parkway.
- Construct new on- and off-ramps on U.S 322 westbound on Foulk Road and new on- and off-ramps on U.S. 322 eastbound at Garnet Mine Road.
- Install new traffic signals at the intersections of Foulk Road and Garnet Mine Road, and Foulk Road and the new westbound on- and off-ramps.
- Close access from Garnet Mine Road to and from eastbound U.S. 322.
- Eliminate left turns from and to Colonial Drive to U.S. 322 eastbound.
- Install left- and right-turn lanes on U.S. 322 eastbound and westbound to Creek Road and the Bethel Township commercial road.

Figure 4 | U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102), MPMS #69817



Projects with Updated Commitment Tables

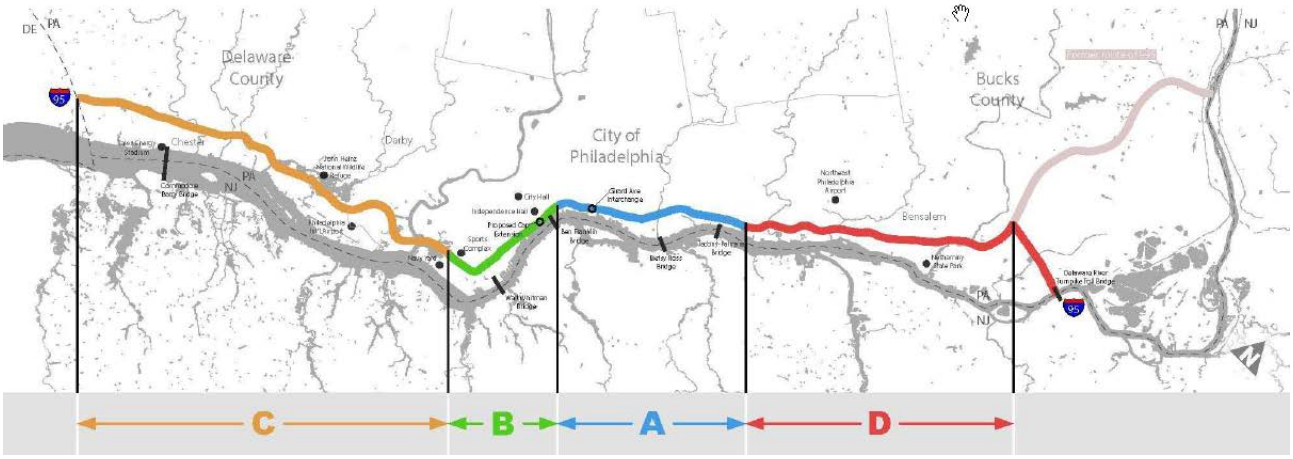
This section includes revisions to commitments that have changed as projects progressed through project development and construction. The commitments of four projects are being updated from those listed in previous reporting. The I-95 Sector A project includes multiple sections, many of which are completed or under construction, however some are still in design. CMP staff have worked closely with PennDOT, SEPTA, multiple Transportation Management Associations (TMAs), and other stakeholders on I-95 reconstruction to coordinate and implement the best possible set of transportation management and operations (TSMO) and intelligent transportation systems (ITS), Transportation Demand Management (TDM), and multimodal commitments to mitigate congestion during and beyond construction. The U.S. 30 and Airport Road Interchange Improvement project, which is a breakout of the U.S. 30, Coatesville Downingtown Bypass (Western Section) project, contains updated commitments from the previous report. Finally, the U.S. 30, Coatesville Downingtown Bypass Eastern and Western sections have updated commitments, as well.

I-95 Sector A

I-95 Sector A is part of the I-95 Reconstruction projects. The purpose of the I-95 Reconstruction projects is rebuilding and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on- and off-ramps (to provide storage length for traffic signals and/or ramp metering); reconstructing arterial overpasses; installing ITS elements including dynamic message signs, closed circuit television cameras and incident detection systems; and potential addition of travel lanes and operational improvements as required by traffic analysis. Minor improvements to parallel arterial routes may also be included as determined by traffic analysis.

The I-95 Reconstruction projects include four main sectors: A, B, C, and D (See Figure 5). The I-95 Sector A CMP supplemental commitments are included in this report, and commitments for Sectors B, C, and D will be reported in future memoranda as applicable. Sector A project limits extend from the Cottman-Princeton Interchange to I-676, approximately 7.6 miles, and Sector B limits extend from I-676 to west of the Broad Street Interchange. The first Sector B construction section, which started in February 2023, is the cap over I-95 and Columbus Boulevard near Penn's Landing, extension of South Street Bridge, and the waterfront trail.

Figure 5: I-95 Reconstruction, Sectors A, B, C & D



Source: PennDOT.

Sector C project limits extend from the Girard Point Bridge to the Delaware State border, including the I-95/U.S. 322 interchange improvements (anticipated let in July 2028), and section GPB: Girard Point Bridge rehabilitation. Sector D project limits include Cottman Avenue and Academy Road to the PA Turnpike, including the I-95/U.S. 13/PA 132 slip ramp with an anticipated let date in February 2027. The PennDOT website www.95revive.com/project-information/overview/ has specific information on the project Sector improvements.

I-95 Sector A involves construction coordination with SEPTA, Philadelphia Streets Department, Conrail/Belt Line, and Delaware River Port Authority. See Figure 6 for the four main projects in Sector A:

- Cottman-Princeton Interchange (CPR)
- Bridge Street and Betsy Ross Bridge/Aramingo Avenue (Exit 26) Interchanges (BSR & BRI)
- Allegheny Avenue/Castor Avenue Interchange (Exit 25) (AFC)
- Girard Avenue Interchange (GIR)

Cottman-Princeton Interchange (CPR)

PennDOT's CPR project is reconstructing and improving the interchange at Cottman Avenue and approximately 1.4 miles of the adjacent interstate from Bleigh Avenue at the Cottman Interchange to Levick Street, north of Bridge Street. Work is complete on the second of three contracts and construction of the third contract, CP3, began in 2022. The CP3 contract will construct a new on-ramp to I-95 south from Cottman Avenue and complete utility work at the interchange.

Bridge Street and Betsy Ross Bridge/Aramingo Avenue (Exit 26) Interchanges (BSR & BRI)

The combined BSR and BRI projects will improve the Bridge Street and Betsy Ross Bridge-Aramingo Avenue Interchanges and reconstruct 2.7 miles of I-95 and its bridges from the Levick Street overpass to Frankford Avenue.

Allegheny Avenue/Castor Avenue Interchange (Exit 25) (AFC)

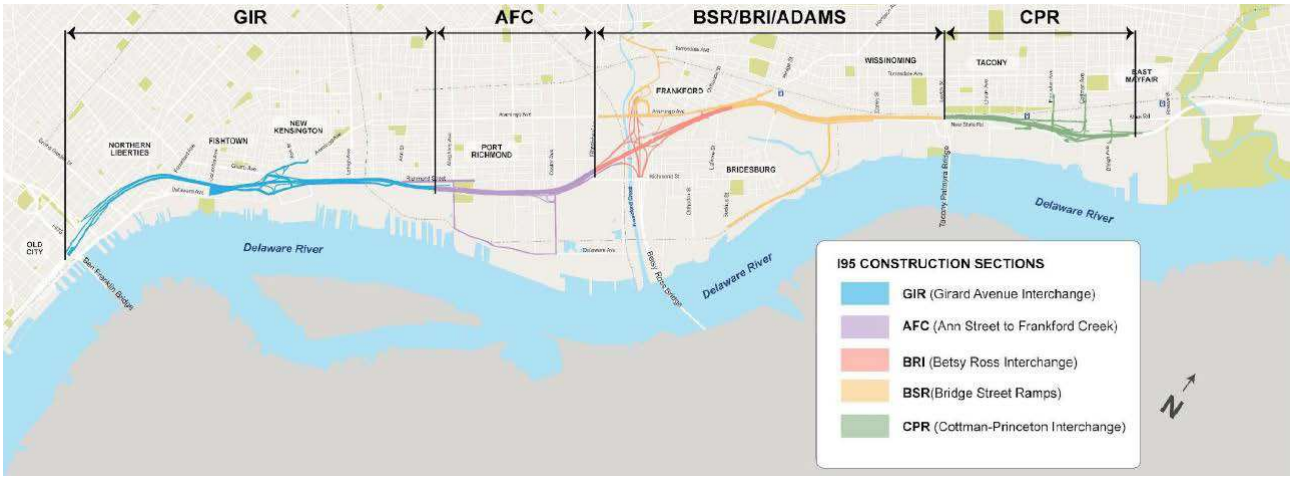
The AFC project involves reconstructing and improving 1.5 miles of I-95 from just south of Betsy Ross Bridge Interchange to Ann Street, including reconstruction and reconfiguration of the Allegheny/Castor Avenue Interchanges. The southbound on- and off-ramps at Allegheny Avenue will be reconstructed, and the northbound off-ramp will be moved to Castor Avenue. In addition, the northbound on-ramp at Castor Avenue will be reconfigured to give access to I-95 along with a direct connection to the Betsy Ross Bridge.

Improvements along Castor Avenue, Delaware Avenue, and Allegheny Avenue have been completed in addition to improvements along Richmond Street west of I-95.

Girard Avenue Interchange (GIR)

The GIR project involves reconstructing and improving the interchange at Girard Avenue and approximately three miles of the adjoining interstate between Race Street, north of I-676, and Allegheny Avenue. This project is currently under construction and is part of seven separate contracts.

Figure 6: I-95 Sector A



Source: PennDOT.

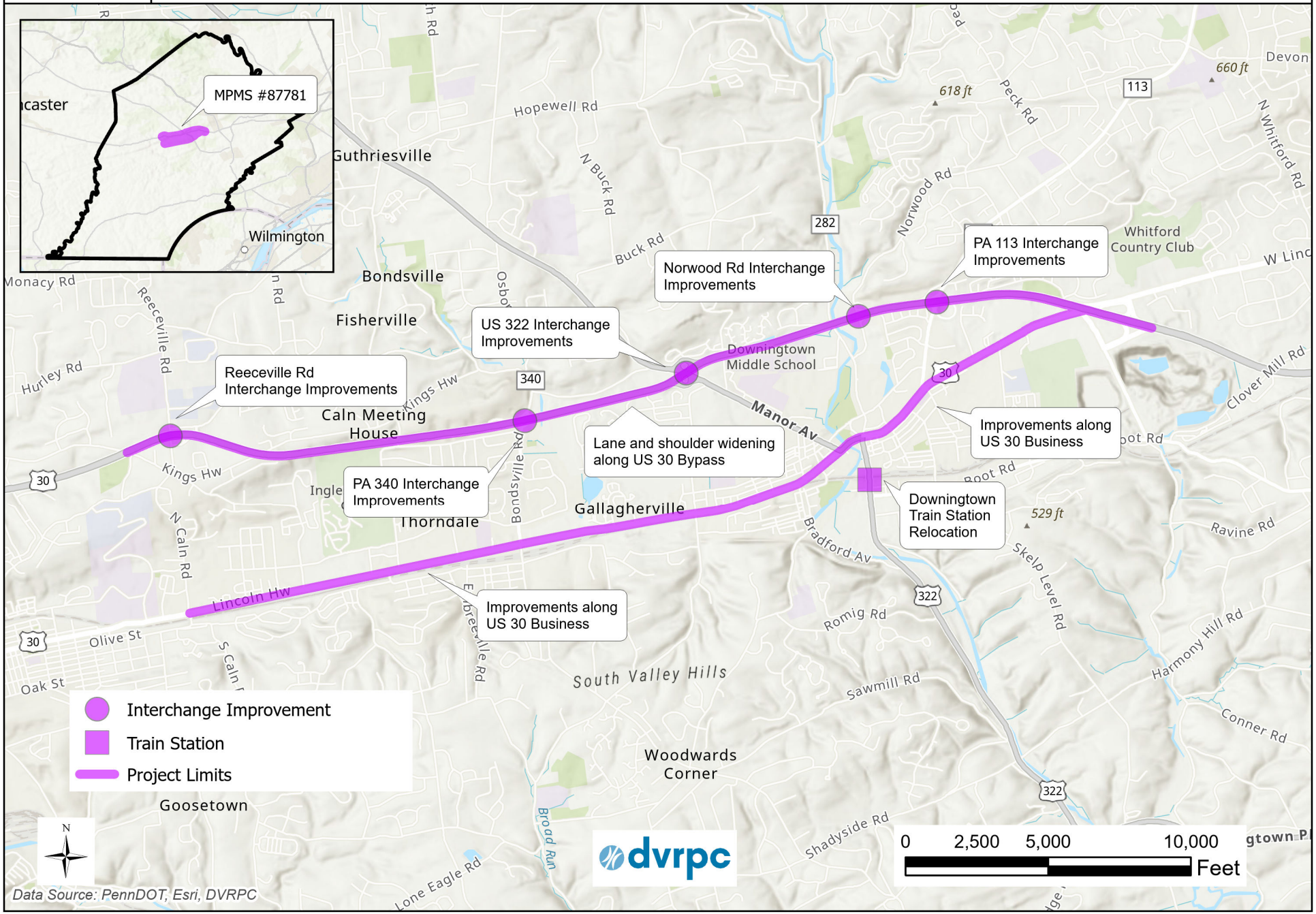
CMP supplemental commitments for Sector A originated from the 2016–2017 Congestion Management Process (CMP) *Supplemental Projects Status Memorandum* published in April 2017 (DVRPC Publication #16016). The status of the commitments has been updated to reflect current conditions based on interviews with Michael Baker International who is coordinating efforts with PennDOT on completing commitments (See Appendix B). The supplemental commitments listed in the appendices are all for Sector A.

U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section)

The U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section) project extends approximately seven miles along U.S. 30 from just west of the Reeceville Road interchange to the U.S. 30 Business and Quarry Road interchange (See Figure 7). See the PennDOT project website www.us30-chesco.com/project-information/eastern-section/ for specific plan improvements and Appendix B for supplemental commitments. The purpose of the project is to reconstruct and widen the mainline and shoulders; replace and widen the mainline bridge superstructures; construct new ramps (to complete partial interchanges); reconstruct, realign, and lengthen all on- and off-ramps (to provide storage length for traffic signals and/or ramp metering); reconstruct arterial overpasses; install ITS elements including dynamic message signs, closed circuit television cameras, and incident detection systems; and add through lanes and operational improvements as required by traffic analysis. Minor improvements to parallel arterial routes may be included as determined by traffic analysis. More detailed proposed improvements include:

- **U.S. 30 Bypass** – The U.S. 30 Bypass from Reeceville Road to U.S. 30 Business includes two widening alternatives: one with three full-time travel lanes in each direction and the other with two full-time travel lanes plus flexible lanes using the inside shoulder.
- **Reeceville Road Interchange** – This interchange encompasses four alternatives. The first includes an interchange configuration like the current one, except Fisherville Road is relocated to intersect Reeceville Road at a signalized intersection north of the interchange and U.S. 30 westbound ramps intersect the relocated Fisherville Road at a single lane roundabout. The second is a traditional full diamond interchange with U.S. 30 westbound and eastbound ramps intersecting Reeceville Road at a signalized intersection. The third alternative includes U.S. 30 eastbound ramps intersecting Reeceville Road at a signalized intersection and U.S. 30 westbound ramps intersecting at a relocated Fisherville Road at a single-lane roundabout. The fourth alternative is a Single Point Urban Interchange (SPUI) that provides for a single central signalized intersection.
- **PA 340 Interchange** – This interchange includes four alternatives. The first is a traditional full diamond interchange reconstructed to current design standards with westbound ramps intersecting PA 340 at a signalized intersection and eastbound ramps intersecting PA 340 at a stop-controlled intersection. The second is a Diverging Diamond Interchange (DDI) that creates two signalized crossover points, eliminating the need for left-turning vehicles traveling onto or off the interstate to cross paths with approaching through vehicles. The third is a traditional full diamond interchange with westbound ramps intersecting PA 340 at a roundabout and eastbound ramps intersecting PA 340 at a stop-controlled intersection. The fourth alternative is a SPUI.
- **U.S. 322 Interchange** – This interchange includes two alternatives, with one like current conditions but with larger loop ramps, and the other a DDI.
- **PA 113 and Norwood Road Interchange** – This interchange encompasses five alternatives. The first is a complete partial diamond interchange where U.S. 30 westbound ramps intersect PA 113 at signalized intersections and U.S. 30 eastbound ramps intersect PA 113 as right-turns. U.S. 30 eastbound and westbound provides a weave lane between the PA 113 and Norwood Road interchanges, and the Norwood Road ramps remain the same. The second alternative is the same as the first, except access is removed to the Norwood Road ramps (both eastbound onto U.S. 30 and westbound exiting to Norwood Road). The third alternative is like the first, except the U.S. 30 eastbound ramps intersect PA 113 at a signalized intersection. The fourth alternative is like the first, except the U.S. 30 westbound off-ramp to PA 113 is reconstructed as a flyover ramp and intersects with PA 113 at a signalized intersection. The fifth alternative is also like the first except the U.S. 30 westbound far right lane is dedicated as an exit only to Norwood Road and there is no access from PA 113 southbound to U.S. 30 westbound.

Figure 7	U.S. 30, Coatesville-Downingtown Bypass (Eastern Section), MPMS #87781

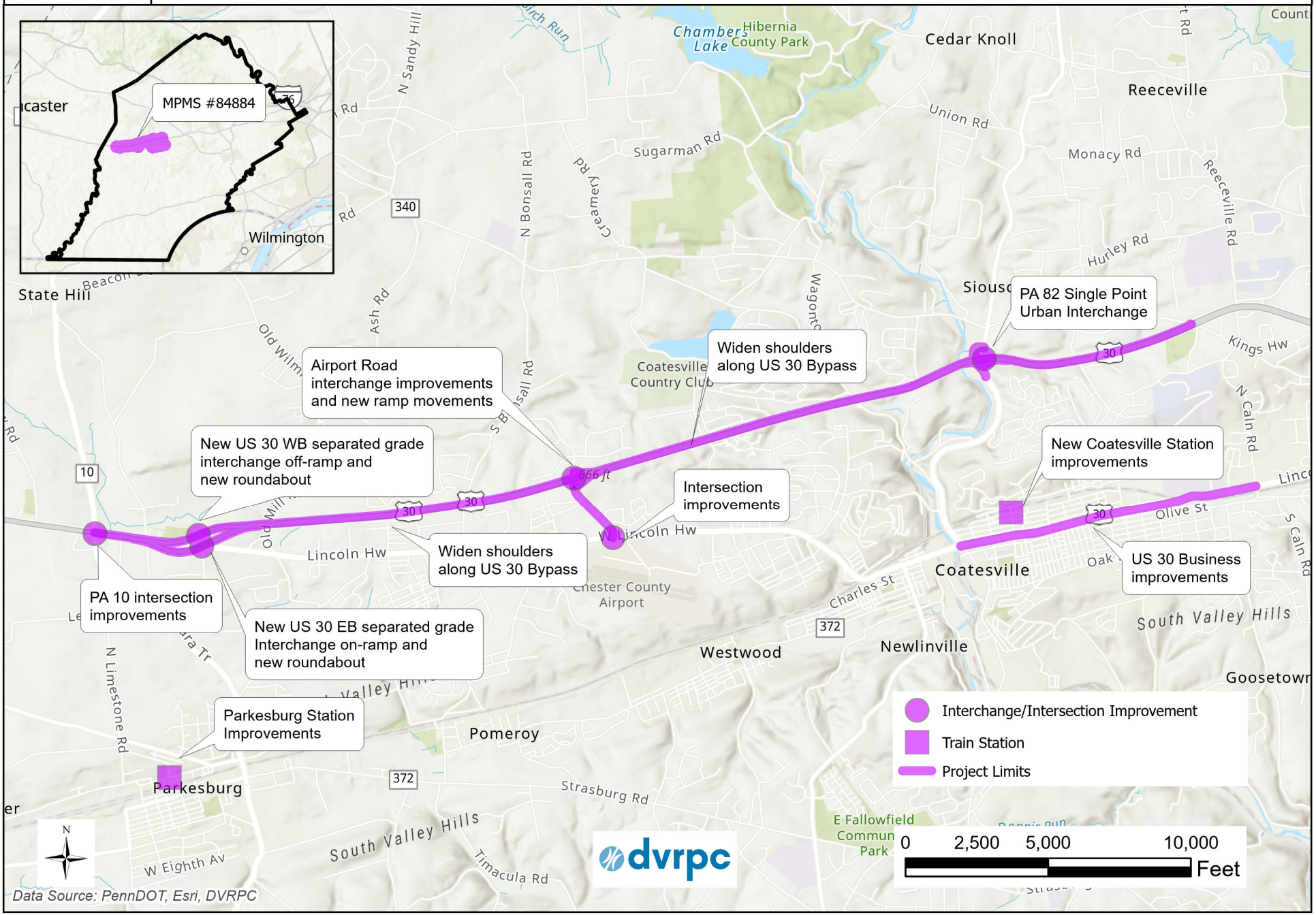


U.S. 30, Coatesville Downingtown Bypass (Western Section)

The Western section is approximately 7.7 miles and extends from the west of PA 10 to just west of the Reeceville Road intersection (See Figure 8). See the PennDOT website www.us30-chesco.com/project-information/western-section/ for specific plan improvements, and Appendix B for supplemental commitments.

The U.S. 30 mainline will remain two lanes in each direction, but the shoulders will be widened to provide for vehicle recovery and disabled vehicles, and a median barrier will be provided to improve safety. Other improvements include the U.S. 30 Airport Road interchange, PA 82 interchange, and the intersection of U.S. 30 Business and PA 10. The Airport Road interchange includes new movements and is described in more detail in the next project in this section. The PA 82 interchange improvements include a proposed new Single Point Urban Interchange to replace the existing eastbound and westbound on- and off-ramps to improve deficiencies with the exiting interchange configuration, including insufficient acceleration and deceleration lanes and narrow or nonexistent shoulders. The U.S. 30 Business and PA 10 improvements encompass two alternatives still being evaluated. The first includes whether one or two single-lane roundabouts are to be constructed at the new interchange, and the other involves variations on providing access to Quaker Road. Both alternatives include a proposed new grade-separated interchange to connect U.S. 30 to U.S. 30 Business and a new roadway connection from the interchange to Compass Road. The existing intersection of Compass Road at U.S. 30 Business would be eliminated.

Figure 8	U.S. 30, Coatesville Downingtown Bypass (Western Section), MPMS# 84884



U.S. 30 and Airport Road Interchange Improvement; Airport Road Project Area Section AIR

The U.S. 30 and Airport Road Interchange Improvement; Airport Road Project Area Section AIR project corridor is within the extent of the western section and extends approximately 4.3 miles on the U.S. 30 Bypass from Old Mill Road to Wagontown Road, and then for a shorter distance on Airport Road from U.S. 30 Bypass to U.S. 30 Business. The purpose of the project is to improve facility deficiencies and system connectivity, reduce anticipated future congestion, and accommodate planned growth. Facility deficiencies include substandard roadway conditions throughout the corridor, including deficient median conditions, shoulder widths. See Figure 8 for an overview of the major project improvement, the PennDOT Project website www.us30-chesco.com/project-information/western-section/airport-road-interchange-area/ for specific plan improvements, and Appendix B for supplemental commitments.

The existing Airport Road interchange lacks a U.S. 30 westbound on-ramp and eastbound off-ramp, which according to consultant analysis results in congestion and delay along U.S. 30 Business. The U.S. 30 westbound off-ramp intersection with Airport Road currently operates near capacity during peak periods, resulting in congestion. In the future, growth is expected to continue along Airport Road and the U.S. 30 Business area, resulting in more congestion. There are two existing travel lanes in each direction on U.S. 30 and no additional lanes are proposed. The half-diamond interchange will be reconstructed to a new diverging diamond interchange that will include the installation of three new traffic signals. Two traffic signals will be installed, one on the northern and one on the southern portion of the interchange, and an additional signal will be installed to accommodate the U.S. 30 westbound off-ramp traffic exiting to Airport Road southbound.

The shoulders will be widened from 10-foot to 12-foot shoulders, along with a median barrier replacing guiderail as part of safety improvements. The outer right shoulders are narrow and deteriorated, and the Airport Road interchange ramp deceleration and acceleration lanes are too short. The project will also address deficient and/or functionally obsolete bridges within the project limits, including Airport Road over U.S. 30, and U.S. 30 over Old Wilmington Road, Country Club Road, Mineral Springs Culvert, Wagontown Road, and Rock Run.

The intersection of Airport Road and U.S. 30 Business will include traffic signal and turning movement improvements, restriping, and an additional left-turn lane on U.S. 30 Business eastbound to Airport Road northbound. This project information is based on discussions with PennDOT consultants in 2023 and latest Airport Road (Section AIR) Update on the PennDOT project website from November 2024.

New Jersey SOV Capacity-Adding Projects

Table 2 below lists two New Jersey projects with CMP supplemental commitments, along with the project county, Database (DB) Number, CMP review status, and TIP status. Both projects include new CMP supplemental commitments, both of which need to be further defined with NJDOT. The I-295 and New Jersey Route (NJ) 38 project has been briefly discussed with NJDOT, and several supplemental commitments have been identified from their draft proposed plans, but a meeting with the project managers and other stakeholders is needed to further develop a table of commitments as applicable. The NJ 73, Dutch Road to NJ 70 project includes some draft proposed supplemental commitments, but again a meeting with the project managers and other stakeholder is needed to further define commitments.

There are no updated commitments identified for New Jersey as part of this report.

Table 2: New Jersey Major Single Occupancy Vehicle Capacity-Adding Projects

Project	County	DB Number	CMP Review Status	TIP Status
I-295 and NJ 38 Interchange Operational Improvements	Burlington	21311	New Commitments	PE in FY 2024–2027 TIP
NJ 73, Dutch Road to NJ 70	Burlington	13319	New Commitments	FD in FY 2024–2027 TIP

Source: DVRPC, 2025.

Projects with New Commitment Tables

I-295 and NJ 38 Interchange Operational Improvements

The purpose of the I-295 and NJ 38 Interchange Operational Improvements project is to reduce congestion and improve safety along NJ 38 from the vicinity of the I-295 Interchange extending through the NJ 38 and Marter Avenue intersection to Duffy Drive in Mount Laurel, Burlington County, New Jersey.

I-295 is an interstate freeway with three travel lanes in each direction and a posted speed limit of 65 mph. NJ 38 has two travel lanes in each direction with additional auxiliary lanes at the Marter Avenue intersection and I-295 interchange, with a posted speed limit of 50 mph. The I-295/NJ 38 Interchange is missing direct connections between I-295 southbound and NJ 38 eastbound, and between NJ 38 westbound and I-295 northbound. The missing southbound to eastbound connection requires traffic to exit I-295 southbound, enter onto NJ 38 westbound and exit NJ 38 westbound at the jughandle for Marter Avenue and ”U-Turn” to access NJ 38 eastbound. The missing westbound to northbound connection requires a similar “U-Turn” pattern at Marter Avenue. As a result, the interchange, and segments of I-295 and NJ 38, experience operational and safety issues that have led to congested conditions and a high occurrence of crashes.

NJDOT analyzed numerous small-scale solutions to address congestion and safety on NJ 38. However, it was determined that these solutions do not provide enough benefit in reducing congestion and improving

safety. The only solution to relieve congestion is to construct the missing moves and complete the interchange. Twelve interchange alternatives and six intersection alternatives were developed and evaluated before NJDOT subject matter experts and local officials agreed on a Preliminary Preferred Alternative (PPA), see Figure 9. The PPA includes:

- Construct missing moves ramp from I-295 southbound to NJ 38 eastbound. The new flyover ramp will begin north of the interchange, cross over NJ 38 and I-295, and connect into the reconstructed ramp from I-295 northbound to NJ 38 eastbound to create a new two-lane entrance to NJ 38 eastbound.
- Construct missing moves ramp from NJ 38 westbound to I-295 northbound. The new ramp will begin east of the New Jersey Turnpike with a new bridge structure over the New Jersey Turnpike right-of-way before connecting into I-295 northbound.
- Construct new exit ramp that will connect I-295 southbound to Marter Avenue northbound at the existing Marter Avenue entrance ramp to I-295 southbound to help better distribute traffic destined for Marter Avenue, Midlantic Drive, and Duffy Drive. Marter Avenue will be reconstructed and the existing traffic signal at the Marter Avenue and Midlantic Drive intersection will be replaced.
- Reconstruct the intersection of NJ 38 and Marter Avenue intersection including the existing two-lane jughandle from NJ 38 westbound to Marter Avenue to provide a single right-turn-only lane to Marter Avenue northbound. The existing traffic signal will be replaced, and NJ 38 westbound will be widened west of Marter Avenue to extend the existing third lane to a point west of the U-Haul. Additional improvements along NJ 38 include roadway widening and reprofiling, and the existing bridges over I-295 and the New Jersey Turnpike will be replaced.
- Construct continuous shared use path along NJ 38 eastbound from Marter Avenue to Briggs Road to accommodate cyclists and pedestrians. Existing intersections will be modified as needed to provide new curb ramps and crosswalks for compliance with the Americans with Disabilities Act Accessibility Guidelines.

NJ 73, Dutch Road to NJ 70

This project will address congestion and safety issues within the project limits through the widening of NJ 73 from two to three lanes in each direction, increasing lane approaches at the intersections of NJ 73 and Brick Road and NJ 73 and CR 544 (Marlton Parkway), and removing the unsignalized NJ 73 southbound left turn to Commonwealth Drive. Additional sidewalks will be included in the proposed project to complete the gaps in the existing sidewalk network, see Figure 10. More specifically, the proposed improvements include:

- Widen NJ 73 from two to three lanes in each direction from north of Centre Boulevard to south of Ardsley Drive.
- Increase Brick Road approaches to NJ 73 to include two left-turn lanes, a through lane, a through/right-turn lane, and two receiving lanes in both directions.
- Realign NJ 73 southbound jughandle at Brick Road.
- Increase CR 544 approaches to NJ 73 to include two left-turn lanes, a through lane, a through and right-turn lane, and two receiving lanes in both directions.
- Convert CR 544 and Sagemore Drive signalized intersection to a single-lane modern roundabout.
- Remove NJ 73 northbound left-turn at CR 544 and redirect vehicles to use proposed CR 544 roundabout.

- Remove unsignalized NJ 73 southbound left-turn onto Commonwealth Drive.
- Add sidewalks to complete gaps and replace sidewalks as appropriate in the existing sidewalk network.

Figure 9	I-295 and NJ 38 Interchange Operational Improvements, DB #21311

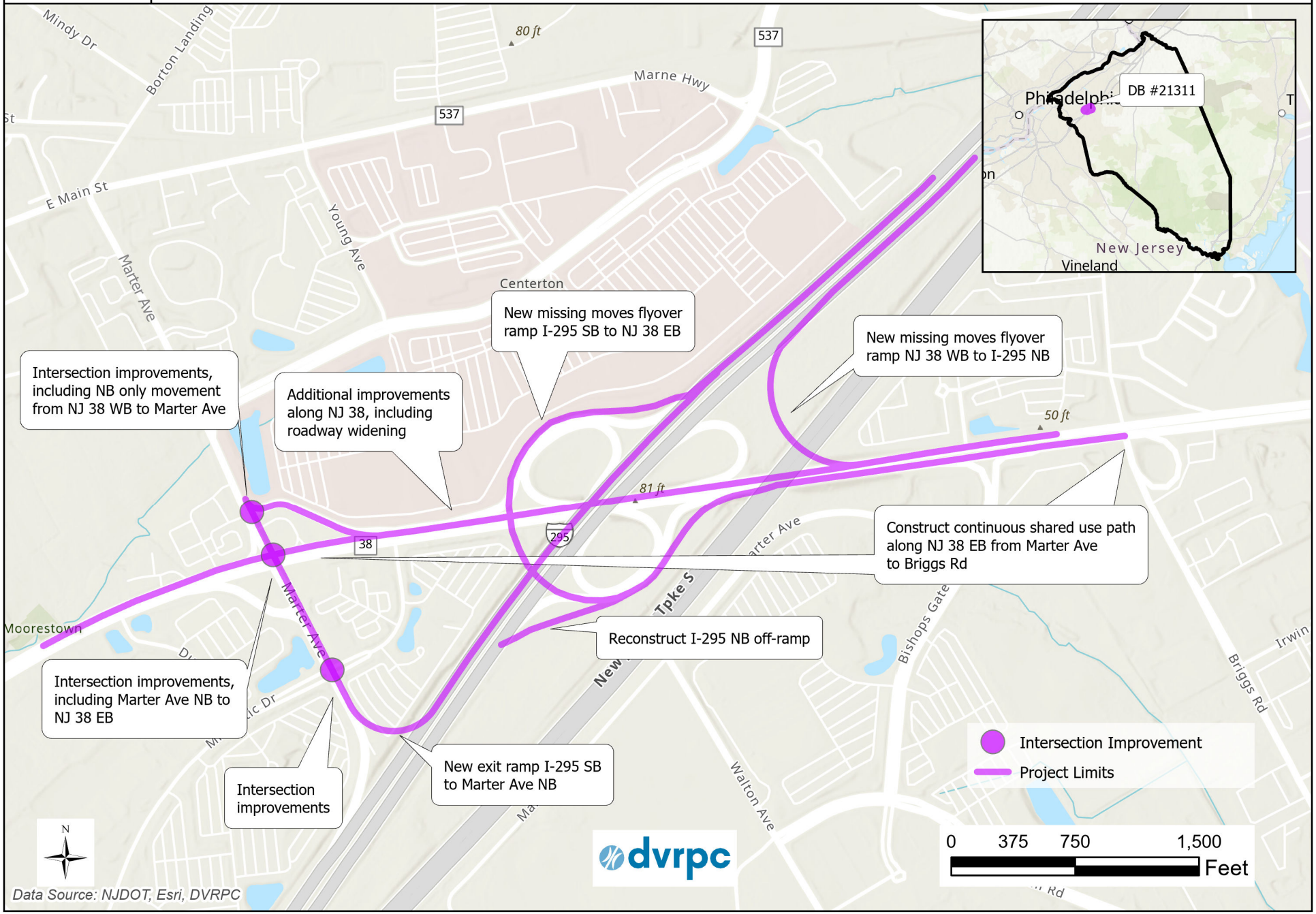
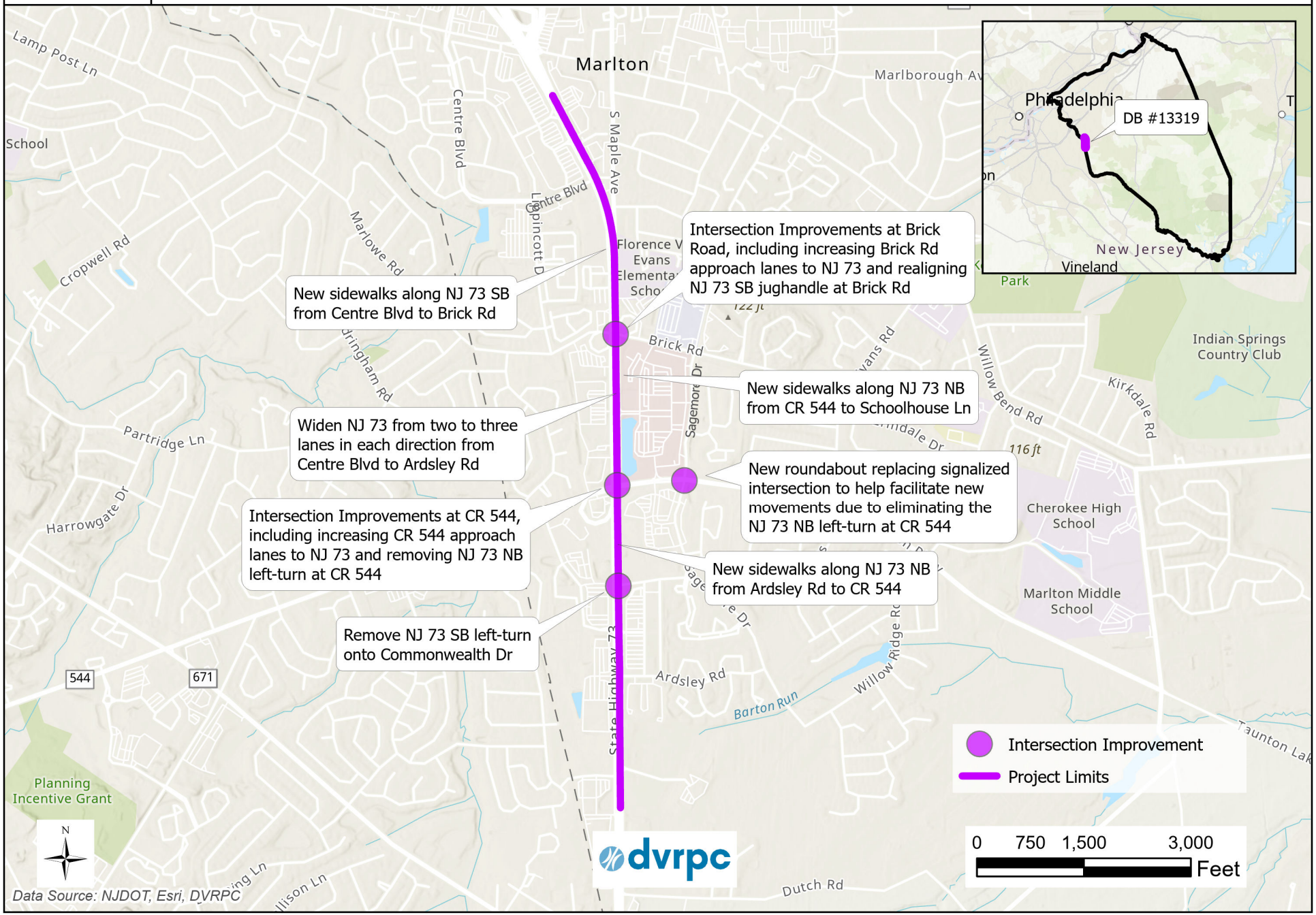


Figure 10

NJ 73, Dutch Road to NJ 70, DB #13319



Appendix A: New Congestion Management Process Commitments

Appendix A includes tables of new supplemental strategy commitments for major SOV capacity-adding projects listed for first time in the Supplemental Projects Status Memorandum document. The commitments are listed separately by state starting with Pennsylvania. The tables include the commitment description, status, lead agency or organization responsible for implementing the commitment, the CMP Strategy (bolded), and any other commitment comments. The status of supplemental strategies listed for the first time are typically planned or being Investigated, since these strategies are identified early in project development before beginning construction. In some cases, the commitment could have a dropped status where project sponsors planned a particular improvement but based on further analysis was deemed not appropriate. In these cases, another commitment should be substituted in its place of equal value for maximizing benefits of the project. The lead agency is typically the DOT, county, municipality, Transportation Management Agency (TMA), or transit authority.

Pennsylvania Commitments

Table A-1: PA 309 Connector, Souderton Pike to PA 309 (HT3), (MPMS #105803)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Reconfigure intersection of Township Line Road and Bethlehem Pike; widen on all approaches with left- and right-turn lanes	Planned	PennDOT	**Intersection Improvements**
Provide pedestrian accommodations at intersection of Township Line Road and Bethlehem Pike	Planned	PennDOT	**Improvements for Walking**
Reconfigure existing skewed intersection at Bethlehem Pike and Spur Road. Proposed road will continue east past the Bethlehem Pike Intersection on new alignment and will connect to Fair Hill Road. Spur Road will be removed from the intersection and dead-end with a cul-de-sac at the southern end	Planned	PennDOT	**Intersection Improvement, Access Management**
Construct half-diamond interchange with two new ramps allowing vehicles traveling on the proposed road to enter PA 309 northbound and allow southbound vehicles on PA 309 to exit on proposed road	Planned	PennDOT	**Intersection Improvement, Access Management**
Terminate Fairhill Road east of the proposed northbound ramp onto PA 309, and dead-end with a cul-de-sac	Planned	PennDOT	**Improve Circulation**
Install sidewalks at the PA 309 northbound interchange for pedestrian access and crossings	Planned	PennDOT	**Improvements for Walking**
Realign existing intersection of Bethlehem Pike and the northern section of Spur Road to be perpendicular to help improve site distance	Planned	PennDOT	**Intersection Improvements**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Reconfigure existing "Y" intersection at Bethlehem Pike and County Line Road with new roundabout	Planned	PennDOT	**Improve Circulation, Roundabouts**
Install sidewalks at the Bethlehem Pike and County Line Road roundabout for pedestrian access	Planned	PennDOT	**Improvements for Walking**
Realign existing intersection of PA 309 and Bergey Road, including added signage and striping. PA 309 NB left-turn lane onto Bergey Road will remain closed.	Planned	PennDOT	**Intersection Improvements, Access Management**
Improve intersection at PA 309 and Unionville Pike. PA 309 will be widened to accommodate double left-turn lanes from PA 309 NB onto Unionville Pike	Planned	PennDOT	**Intersection Improvements, Signal Improvements**
Install new traffic signal at PA 309 and Church Street	Planned	PennDOT	**Signal Improvements**
Reconfigure intersection at PA 63 (Sumneytown Pike), Old Forty Food Road, and Turnpike Entrance Ramp to improve entering southbound slip ramp onto the I-476 Northeast Extension (HT3); add 2nd left-turn lane from Sumneytown Pike southbound to entrance ramp and widen ramp to two lanes for entering slip ramp	Completed	PennDOT	**Intersection Improvements**
Coordinate with SEPTA about service enhancements, route modifications, new route(s), and amenities	Planned	SEPTA, PennDOT	**Modification to Existing Transit Routes or Services, Transit Infrastructure Improvements**

Source: DVRPC, 2025.

Table A-2: U.S. 1 and PA 352 Interchange, Intersection, and Roadway Improvements (MPMS #15251)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Add signalized intersections at the new Loop Road and the U.S. 1 and PA 352 intersections	Planned	PennDOT	**Intersection Improvements**
Construct new roads off the Loop Road to provide access to Riddle Glen Condos, several residential properties, and a church	Planned	PennDOT	**Improve Circulation, Access Management**
Relocate and align Rose Tree Road with the eastern access road off PA 352	Planned	PennDOT	**Improve Circulation, Access Management**
Reconstruct the offset intersection at PA 352 and Van Leer Avenue as one fully aligned intersection	Being Investigated	PennDOT	**Improve Circulation, Access Management**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Create additional approach lanes and dual-left turn lanes from U.S. 1 EB and WB onto PA 452	Planned	PennDOT	**Intersection Improvements**
Construct new Loop Road to connect U.S. 1 and PA 452, with right-in and right-out at intersection of Loop Road and U.S. 1	Planned	Middletown Township	**Improve Circulation; Access Management**
Construct additional approach lanes and dual-left turn lanes from PA 452 NB to PA 352 NB	Planned	PennDOT	**Intersection Improvements**
Coordinate with SEPTA as necessary to accommodate bus stops and routes in vicinity, including both directions along U.S. 1 near the Children's Hospital of Philadelphia (CHOP) and the Riddle Glen Apartments	Planned	SEPTA, PennDOT Middletown, Township	**Modification to Existing Routes and Servies; Transit Infrastructure Improvements**
Coordinate with PennDOT and Middletown Township as necessary to accommodate accessibility to bus stops at CHOP and Riddle Glen Apartments, including providing crosswalks	Planned	PennDOT, SEPTA, Middletown Township	**Pedestrian and Bicycle Improvements**
Add and/or reconstruct various sidewalks at U.S. 1 and PA 352 (Area 1) including over the PA 352 bridge, U.S. 1 and PA 452 (Area 2), and PA 352 and PA 452 (Area 3) (see improvement plans)	Planned	PennDOT, Delaware County, Middletown Township	**Pedestrian and Bicycle Improvements**
Add bicycle lanes or sidepaths along U.S. 1 from PA 352 to PA 452	Being Investigated	PennDOT, Delaware County, Middletown Township	**Pedestrian and Bicycle Improvements** Delaware County's Active Transportation Plan supports a shared-use path
Install pedestrian medians along PA 352, considering new roadway width	Being Investigated	PennDOT	**Pedestrian and Bicycle Improvements**

Source: DVRPC, 2025.

Table A-3: U.S. 1 Improvements Frontage Corridor (Section RC 3), (MPMS #93446)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Complete intersection improvements – Highland Avenue at Park Avenue; Old Lincoln Highway at Fairhill Avenue; Old Lincoln Highway at Driveway; Old Lincoln Highway at SB Ramps Bellevue Avenue at West Highland Avenue and Pine Street Pine Street at Woods Drive and Gillam Avenue	Planned	PennDOT	**Turning Movement Enhancements, Improve Circulation**
Consider Roundabout – studies indicate roundabouts at PA 413 (Pine Street) interchange may lead to backups; was initially planned but is no longer considered	Dropped	PennDOT	**Improve Circulation, Roundabouts**
Consider Roundabouts at other intersection improvement locations; Pine Street/Bellevue and Highland Avenue/NB ramps	Planned	PennDOT	**Improve Circulation, Roundabouts**
Remove frontage access roads where not needed for property access and eliminate connections with U.S. 1; frontage roads left intact will be one-way	Planned	PennDOT	**Improve Circulation, Roundabouts**
Install traffic calming measures at proposed interchanges to slow traffic leaving U.S. 1 and PA 413 and entering the local Borough network on PA 413 and Gillam Avenue	Being investigated	PennDOT	**Traffic Calming**
Install signage and clear markings delineating walk and bike paths in and around project area	Being investigated	PennDOT, municipalities	**Walking and Bicycling Improvements**
Assess ten-foot wide sidepath on east side of PA 413 (Pine Street) and five-foot wide sidewalk on west side of PA 413 (Pine Street) from Bellevue Avenue to just south of Flowers Street and connecting to existing sidewalks north and south of the project area	Planned	PennDOT	**Walking and Bicycling Improvements**
Provide crosswalks and bicycle and pedestrian facilities on PA 413 (Pine Street) @ U.S. 1 NB and SB ramps as well as Woods Drive and Gillam Avenue	Planned	PennDOT, municipalities	**Walking and Bicycling Improvements**
Provide proposed five-foot wide paved shoulder on West Interchange Road and Corn Crib Lane overpass	Planned	PennDOT, municipalities	**Walking and Bicycling Improvements** Provides pedestrian, bicycle, and other-related accommodations
Investigate pedestrian/bicyclist/multi-use walkways in place of removed access roads along U.S. 1	Being Investigated	PennDOT, municipalities, County, DVRPC	**Placemaking for Non-Motorized Transportation, Walking and Bicycling Improvements**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Enhance Bus Service Frequency	Being Investigated	SEPTA	**Modification to Existing Transit Routes or Services**
Modify bus service before construction	Planned	SEPTA	**Modification to Existing Transit Routes or Services**
Install bus stop improvements (Bus stop relocation, amenities, and/or improved pedestrian connections near PA 413); possibly shelters (maintenance issue)	Being Investigated	SEPTA, PennDOT, DVRPC	**Transit Infrastructure Improvements**
Coordinate with SEPTA and DVRPC to monitor opportunities for Transit Signal Priority	Dropped	SEPTA, PennDOT, DVRPC	**Signal Improvements (Transit Signal Priority)** Dropped at 12/19/2022 meeting
Conduct focused outreach to inform employers and employees about transportation options other than driving along, including transit, carpools, vanpools, alternate work hours, etc.	Planned	Bucks County TMA	**Encourage Use of Transit Services and TDM Programs**
Reactivate/coordinate with TMA Bucks' SAFE Route 1 Task Force and I-95/U.S. 1 Bucks County Incident Management Task Force	Planned	Bucks County TMA, PennDOT, DVRPC	**Incident Management**

Source: DVRPC, 2025.

Table A-4: U.S. 322, Featherbed Lane to Chelsea Parkway (Section 102) SR:0322 (MPMS #69817)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Install new traffic signals at Foulk interchange, including new signal at U.S. 322 WB on-off ramp and Foulk Road and Foulk Road and Garnet Mine Road	Planned	PennDOT	**Intersection Improvements**
Close access to and from Garnet Mine Road and U.S. 322 EB, just west of the Foulk Road interchange	Planned	PennDOT	**Improve Circulation, Access Management**
Eliminate U.S. 322 WB left turns onto Colonial Drive	Planned	PennDOT	**Improve Circulation, Access Management**
Eliminate connection to Sommers Lane	Planned	PennDOT	**Improve Circulation, Access Management**
Construct Bethel Avenue cul-de-sacs on the north and south sides of U.S. 322	Planned	PennDOT	**Improve Circulation, Access Management**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Close driveway access to U.S. 322 and add new cul-de-sac road (Liberty Lane) to redirect traffic to Green Glen Drive and Foulk Road	Planned	PennDOT	**Improve Circulation, Access Management**
Install new traffic signal at Conchester Avenue and Chelsea Parkway Drive	Planned	PennDOT	**Signal Improvements**
Realign the intersection of Foulk Road and Green Glen Drive	Planned	PennDOT	**Intersection Improvements**
Improve and/or widen culverts under U.S. 322 to provide for connection with planned multi-use trail along the PECO right-of-way (See *Upper Chichester Route 322 Improvement Study*), including between Foulk Road and Clayton Park Drive and between Chelsea Parkway and Cherry Tree Road	Being investigated	PennDOT, Delaware County, Upper Chichester Township	**Create New Connections to Help Complete the Circuit and Other Regional Trail Networks**
Reconstruct intersection at U.S. 322 and Creek Parkway/Bethel Commercial Road including updating new adaptive traffic signals	Planned	PennDOT Middletown Township	**Adaptive Signal Systems**
Add sidewalks at the U.S. 322 and Foulk Road Interchange, including the westbound side of Foulk Road from Garnet Mine Road to Green Glen Drive	Planned	PennDOT, Delaware County, Middletown Township	**Walking and Bicycling Improvements**
Add sidewalks along U.S. 322 on the northbound side from Creek Parkway to just east of Chelsea Parkway	Planned	PennDOT, Delaware County, Middletown Township	**Walking and Bicycling Improvements**
Add crosswalks at the U.S. 322 and Creek Parkway intersection and a sidewalk added along U.S. 322 on the southbound side, servicing the office/commercial uses	Planned	PennDOT, Delaware County, Middletown Township	**Walking and Bicycling Improvements**
Add crosswalks at the U.S. 322 and Chelsea Parkway intersection and on the south side of U.S. 322 connecting the intersection to Kates Glen Road	Planned	PennDOT, Delaware County, Middletown Township	**Walking and Bicycling Improvements**
Coordinate with SEPTA on access and placement of bus stops along U.S. 322 at Clayton Park Drive, Bethel Avenue, Chichester Avenue, Creek Parkway, and Chelsea Parkway	Being investigated	SEPTA, PennDOT, Delaware County, Middletown Township	**Transit Infrastructure Improvements**
Coordinate with Incident Task Force	Planned	PennDOT, DVRPC	**Incident Management**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Coordinate with DCTMA	Planned	DCTMA, PennDOT	**Encourage Use of Transit Services and TDM Programs**

Source: DVRPC, 2025.

New Jersey Commitments

Table A-5: I-295 and NJ 38 Interchange Operational Improvements (DB #21311)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Construct proposed 12-foot shared use path on south side of NJ 38 from Marter Avenue to Briggs Road, including new curb ramps and crosswalks at existing intersections as needed	Planned	NJDOT	**Improvements for Walking**

Source: DVRPC, 2025.

Table A-6: NJ 73, Dutch Road to NJ 70 (DB #13319)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Add proposed sidewalks on NJ 73 NB from Ardleys Road to Schoolhouse Lane, NJ 73 SB from Centre Boulevard to Brick Road and NJ 73 SB at the NJ 73 SB at the CR 544 intersection.	Planned	NJDOT	**Improvements for Walking** Additional sidewalks are proposed to complete the gaps in the existing sidewalk network
Remove unsignalized Route 73 southbound left-turn onto Commonwealth Drive	Planned	NJDOT	**Improve Circulation**

Source: DVRPC, 2025.

Appendix B: Update of Congestion Management Process Commitments

Appendix B includes tables of commitments that are being updated or revised. The tables include the commitment description, status, lead agency or organization responsible for implementing the commitment, the CMP Strategy (bolded), and any other commitment comments. The lead agency is typically the DOT, county, municipality, Transportation Management Agency (TMA), or transit authority. Examples of an update might be a change to the status of a strategy from planned to ongoing, in design, underway, partially completed, completed, or dropped. Partially completed indicates that the commitment is in the construction phase but not yet complete. Ongoing is strategy that is currently being implemented and continually maximizing project effectiveness, such as facilitating traffic incident management system, or contributing to reporting work construction detours and delays. Commitments that are revised could be changes to the scale of the improvement, such as coordinating fewer traffic signals than originally intended or dropping a commitment. A dropped or re-scaled commitment needs to have commitments that are substituted of equal value to the original commitment to maximize project effectiveness. The commitments are listed separately by state starting with Pennsylvania.

Pennsylvania Commitments

Table B-1: I-95 Sector A—All Active Sections

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Upgrade traffic signal equipment on Torresdale Avenue – Harbison to Linden	Completed	PennDOT	**Signal Improvements** SR 1004 Section I-95 (MPMS #17794)
Upgrade traffic signal equipment on Holme Avenue – U.S. 1 to Willits Road; Willits Road – Holme to Crispen	Completed	PennDOT	**Signal Improvements** SR 1016 Section I-95 (MPMS #17795)
Upgrade traffic signal equipment on Frankford Avenue – Bridge Street to Bucks County Line	Completed	PennDOT	**Signal Improvements** SR 13 Section S59 (MPMS #17648)
Complete SR 0013 traffic signal improvements from Bristol Borough to Philadelphia; Knight Road from Philadelphia to Street Road	Completed	PennDOT, City of Philadelphia	**Signal Improvements** SR 13 Section I-95 (MPMS #13745)
Complete traffic signal improvements on Allegheny Avenue from I-95 to Broad Street	Completed	City of Philadelphia	**Signal Improvements** Corridor-wide
Complete Broad Street intersection signal improvements	Completed	PennDOT	**Signal Improvements** SR 611 Section I-95 (MPMS #17796)
Complete signal improvements on New State Road/Tacony Street from Bridge Street to Old State Road; approximately 11 intersections	Completed	PennDOT	**Signal Improvements** SR 1007 Section I-95 (MPMS #17797)
Complete Knights Road intersection and signal improvements and interconnection (approximately 12 intersections) from Frankford Avenue to Bucks County Line	Completed	PennDOT	**Signal Improvements** SR 1015 Section I-95 (MPMS #17798)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Complete Roosevelt Boulevard intersection improvements	Completed	PennDOT	**Signal Improvements** Corridor-wide
Complete traffic signal improvements, closed loop system (18 intersections) on State Road from Milnor Street to Grant Avenue; Princeton Avenue from Van Dyke Street to State Road; and Bleigh Avenue at I-95 off-ramp	Completed	PennDOT	**Signal Improvements** SR 1007 Section S60 (MPMS #17661)
Complete Academy Road and Grant Avenue signal improvement	Completed	PennDOT	**Signal Improvements** SR 1013 Section S27 (MPMS #17646)
Complete Signal intersection and corridor improvements on Academy Road from Linden Avenue to Woodhaven Road (11 intersections)	Completed	PennDOT	**Signal Improvements** SR 1013 Section S48 (MPMS #17660)
Complete Tyson Avenue signal improvements and corridor optimization from Rising Sun Avenue to Torresdale Avenue	Completed	PennDOT, City of Philadelphia	**Signal Improvements** Tyson Ave Signals (MPMS #48195)
Complete Park-and-ride lots for SEPTA, including Bensalem, Trevose, Yardley, Woodbourne, and Philmont stations	Completed	PennDOT, SEPTA	**Park-and-Ride Lots** I-95 Section L00 (MPMS #12872), L01(MPMS #13642); I-95 Section TPR (MPMS #13510); I-95 Section YPR (MPMS #13508); I-95 Section WPR (MPMS #13511); I-95 Section PPR (MPMS #16449)
Install ITS traffic and incident management systems (cameras, variable message signs, and detectors) along I-95 between Allegheny Avenue and Academy Road	Completed	PennDOT	**ITS Improvements, Incident Management** I-95 Section RS1 (MPMS #47314)
Operate Cornwell Heights shuttle	Ongoing	PennDOT, SEPTA	**Transit Infrastructure Improvements** (MPMS #17918)
Provide SEPTA with additional cars, signal improvements, track upgrades, shuttle service at Bensalem Park-and-Ride (25M)	Completed	PennDOT, SEPTA	**Transit Infrastructure Improvements, Park-and-Ride Lots** Corridor-wide
Prepare and maintain a Transportation Management Plan for I-95 Corridor	Ongoing	PennDOT	**Operational Improvements, TDM, Smart Transportation, Public Transit, Goods Movement** Updated annually. Michael Baker International to maintain

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Implement Incident Management Systems strategies along I-95 Corridor	Ongoing	PennDOT, City of Philadelphia	**Incident Management** All Sections Most of this is for VMS and CCTV sharing. It may also include fiber sharing at some point
Provide coordination of ITS, mostly VMS and CCTV, with Delaware River Port Authority, New Jersey Joint Toll Bridge Commission, and Burlington County Bridge Commission	Ongoing	PennDOT	**ITS Improvements** All Sections
Maintain website to update public about I-95 projects and potential detours and delays	Ongoing	PennDOT	**Outreach and Marketing** www.95revive.com
Provide funding to SEPTA to enhance rail capacity on the parallel Trenton Line	Ongoing	PennDOT, SEPTA	**Modification to Existing Routes and Services** MPMS #98207
Coordinate outreach activities among multiple Transportation Management Associations (TMAs) to promote Transportation Demand Management (TDM) techniques and reduce the number of drivers on the road, particularly during AM and PM peak commute hours	Ongoing	PennDOT, DVRPC, BCTMA, CPTMA, DCTMA, Clean Air Council	**TDM** MPMS #106654
Complete traffic signal interconnection and implementation of ITS devices on U.S. 1 Roosevelt Boulevard from 9th Street to Woodhaven Road. Including but not limited to tag readers, cameras, and Dynamic/Variable Message Signs (DMS/VMS)	Planned	PennDOT, City of Philadelphia	**Signal Improvements, ITS Improvements** MPMS #103555
Maintain SEPTA Bus Routes 43, 54, 60, and 89	Ongoing	SEPTA	**Modification to Existing Routes or Services** I-95, Sections GR0 (MPMS #80094), GR1 (MPMS #79686), GR2 (MPMS #83640), GR3 (MPMS #79826), GR4 (MPMS #79827), GR5 and GR6 (MPMS#s 79828 and103533), and other Sector A Sections
Deploy mainline and arterial ITS infrastructure along I-95, U.S. 1, U.S. 322, and I-676 in Delaware, Philadelphia, and Bucks Counties	Ongoing	PennDOT	**ITS Improvements** I-95, Sections GR0 (MPMS #80094), GR1 (MPMS #79686), GR2(MPMS #83640), GR3 (MPMS #79826), GR4 (MPMS #79827), GR5 (MPMS #79828), GR6 (MPMS #103533), and other Sector A Sections

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Deploy ITS infrastructure along U.S. 1 from 9th Street to Woodhaven Road, including cameras and dynamic variable message signs (DMS/VMS). Address fiber connectivity gaps as necessary	Partially Completed	PennDOT	**ITS Improvements** I-95, Section GR8 (MPMS #103555), and other Sector A Sections.

Source: DVRPC, 2025.

Table B-2: I-95 Sector A Section AFC, Ann Street to Wheatsheaf Lane (MPMS#s 17813, 79911, 79912, 103557, 103558)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Restripe streets for bike lanes – Allegheny Avenue, Castor Avenue	Partially Completed	Philadelphia Dept. of Streets, PennDOT	**Improvements for Bicycling** I-95, Section AF2 (MPMS #79912) Replaced with a new one below for side path
Reactivate Route 15 trolley along Richmond Street	Completed	SEPTA	**Modification to Exiting Routes or Services**
Implement ITS Technology on I-95 between Ann Street and Wheatsheaf Lane	Planned	PennDOT	**ITS Improvements**
Maintain five-foot bike lanes on Castor Avenue	Partially Completed	PennDOT	**Improvements for Bicycling** I-95, Section AF2 (MPMS #79912)
Provide interconnect between signals on Allegheny Avenue	Ongoing	PennDOT	**Signal Improvements** I-95, Section AF2
Construct sidewalk along south side of Westmoreland Street, across former ramp, making pedestrian travel safer and easier between playgrounds	In Design	PennDOT	**Improvements for Walking** I-95, Section AF2 (MPMS #79912)
Construct new ADA compliant stations to be compatible with SEPTA's anticipated modern trolley fleet	In Design	PennDOT, SEPTA	**Transit Infrastructure Improvements** I-95, Section AF1 (MPMS #79911)
Rebuild Westmoreland loop, including new station with green infrastructure	Completed	PennDOT, SEPTA	**Transit Infrastructure Improvements** I-95, Section AF1 (MPMS #79911)

Source: DVRPC, 2025.

Table B-3: I-95 Sector A Section BRI, Wheatsheaf Lane to Orthodox Street (MPMS#s 47812, 79903, 79904, 79905, 103559, 103560, 103561)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Modify signal timings at Adams Avenue and Torresdale Avenue, and add a separate right-turn lane for Adams Avenue WB approach	Completed	PennDOT	**Signal Improvements** MPMS #17782
Install traffic signal at Church Street and Tacony Street	Completed	PennDOT	**Signal Improvements** I-95 Section BS4 (MPMS #103562)
Install closed-loop signal system with time-based coordination backup along the Aramingo Avenue and Tacony Street arterials	Partially Completed	PennDOT	**Signal Improvements** Aramingo Avenue was completed under SR 2009 Section C12. I-95 Section BSR will complete Tacony Street
Provide turn lanes on Aramingo Avenue and modify signal timings	Partially Completed	PennDOT	**Turning Movement Enhancements, Signal Improvements** I-95 Section BS4 (MPMS #103562) and BS3 (MPMS #87784)
Modify signal timings at Tacony Street and Aramingo Avenue	Completed	PennDOT	**Signal Improvements** Traffic Signal replaced and ability to remotely adjust timings completed by SR 2009 Section C12 (no MPMS#)
Install traffic control signal at Betsy Ross Bridge Off-Ramp and Richmond Street	Completed	PennDOT	**Signal Improvements** I-95 Section BR0 (MPMS #79903)
Modify signal timings at Lefevre Street and Richmond Street	Completed	PennDOT	**Signal Improvements** I-95 Section BR0 (MPMS #79903)
Install traffic control signal at Richmond Street and East Bristol Street	Completed	PennDOT	**Signal Improvements** I-95 Section BR0 (MPMS #79903)
Install traffic signal interconnect along Richmond St between Castor Avenue and Bridge Street	Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95 Section BR0 (MPMS #79903)

Source: DVRPC, 2025.

Table B-4: I-95 Sector A Section BSR, Orthodox Street to Levick Street (MPMS#s 47811,79908, 79910, 103562, 103563)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Modify signal timings at Wakeling Street and Torresdale Avenue	Dropped	PennDOT, City of Philadelphia	**Signal Improvements** Not in the current scope of work
Modify signal timings at Bridge Street and Torresdale Avenue	Partially Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95 Sections BSR and BRI
Modify signal timings at Torresdale Avenue and Harbison Avenue	Completed	PennDOT	**Signal Improvements** Traffic signal replaced and ability to remotely adjust timings installed in SR 2009 Section C12 project
Modify signal timings at Harbison Avenue and Bridge Street	Completed	PennDOT	**Signal Improvements** Traffic signal replaced and ability to remotely adjust timings installed in SR 2009 Section C12 project
Install new traffic signal and provide left-turn lanes on all approaches at Bridge Street and Tacony Street	Partially Completed	PennDOT	**Turning Movement Enhancements, Signal Improvements** I-95 Section BS2
Provide right-turn lane for I-95 off-ramp EB approach and new signal at Arsenal Access/I-95 SB off-ramp/ Tacony Street	Being Investigated	PennDOT	**Turning Movement Enhancements, Signal Improvements** As part of BSR/BRI Point of Access (POA) revisions, this will be reviewed again
Modify signal timings on Tacony Street from Van Kirk Street to Comly Street	Planned	PennDOT, City of Philadelphia	**Turning Movement Enhancements, Signal Improvements** I-95 Section BSR
Implement traffic calming on Bridge Street south of I-95	In Design	PennDOT, City of Philadelphia	**Traffic Calming** I-95 Section BSR
Construct Frankford Creek Greenway from Aramingo/Wheatsheaf to Torresdale/Frankford	In Design	PennDOT, City of Philadelphia	**Walking and Bicycling Improvements** I-95 Section BS4, SR 1026 Section H04

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Construct Delaware Avenue Extension from Buckius Street to Tacony Street	In Design	PennDOT, City of Philadelphia	**Walking and Bicycling Improvements** I-95 Section BS5, (includes sidepath as part of the Delaware Avenue Extension)

Source: DVRPC, 2025.

Table B-5: I-95 Sector A Section CPR, Levick Street to Bleigh Street (MPMS#s 47394, 79683, 79685)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Replace sidewalks on Cottman Avenue between Torresdale Avenue and State Road	Completed	PennDOT	**Improvements for Walking** I-95, Section CP1 (MPMS #79683)
Replace sidewalks on State Road between Cottman Avenue and Princeton Avenue	Completed	PennDOT	**Improvements for Walking** I-95, Section CP1 (MPMS #79683)
Install sidewalk bump-outs for traffic calming on Princeton Avenue at the Vandike, Hegerman, Edmund, Tulip, and Keystone intersections	Completed	PennDOT	**Improvements for Walking, Traffic Calming** I-95, Section CP1 (MPMS #79683)
Provide five-foot bike lanes on Princeton Avenue between State Road and Torresdale Avenue	Completed	PennDOT	**Improvements for Bicycling** I-95, Section CP1 (MPMS #79683)
Provide bike lanes and sidewalk on Princeton Avenue between Milnor Street and State Road	Completed	PennDOT	**Improvements for Walking and Bicycling** I-95, Section CP2 (MPMS #79685)
Install Share the Road signs on New State Road and Milnor Street	Completed	PennDOT	**Improvements for Walking and Bicycling** I-95, Section CP1 (MPMS #79683)
Provide two-way traffic on Cottman Avenue (currently one-way WB) to eliminate “cut-through” traffic in neighborhood	Completed	PennDOT	**Improve Circulation** I-95, Section CP1 (MPMS #79683)
Provide two-way traffic on Princeton Avenue (currently one-way EB) to eliminate “cut-through” traffic in neighborhood and to reestablish residential character of Tacony area	Completed	PennDOT	**Improve Circulation** I-95, Section CP1 (MPMS #79683)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Complete I-95 corridor-related PA 73 roadway intersection and traffic signal improvements on Cottman Avenue between Torresdale Avenue and State Road	Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95, Section CP1 (MPMS #79683), Section CP2 (MPMS #79685)
Complete I-95 corridor-related PA 73 roadway intersection and traffic signal improvements on State Road/New State Road between Cottman Avenue and Longshore Avenue	Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95, Section CP1 (MPMS #79683), Section CP2 (MPMS #79685)
Complete I-95 corridor-related Princeton Avenue intersection and traffic signal improvements between State Road and Torresdale Avenue	Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95, Section CP1 (MPMS #79683)
Complete I-95 corridor-related Torresdale Avenue traffic signal improvements at Princeton Avenue, Wellington Avenue, Cottman Avenue, and Bleigh Avenue	Completed	PennDOT, City of Philadelphia	**Signal Improvements** I-95, Section CP1 (MPMS #79683) for installation and joint monitoring
Expand I-95 corridor ITS system between State Road and Betsy Ross Bridge Interchange	Dropped	PennDOT, City of Philadelphia	**ITS Improvements**
Enhance I-95 corridor Incident Management System between State Road and Betsy Ross Interchange	In Construction	PennDOT, City of Philadelphia, DRPA	**ITS Improvements** I-95, Section CP2 (MPMS #79685)
Install Ride Sharing promotion signs along Cottman Avenue (PA 73) approaching I-95	Completed	PennDOT	**Encourage Use of Transit Services and TDM Programs** I-95, Section CP1 (MPMS #79683)
Install Park-and-Ride promotion signs within I-95 CPR construction limits directing motorists to existing facilities	In Construction	PennDOT	**Encourage Use of Transit Services and TDM Programs** I-95, Section CP2 (MPMS #79685)
Install Ride Sharing promotion signs along I-95	In Construction	PennDOT	**Encourage Use of Transit Services and TDM Programs** I-95, Section CP2 (MPMS #79685)
Implement additional connections to the Delaware River Waterfront trail system, such as Princeton Avenue	Completed	PennDOT, City of Philadelphia	**Connection and Access to Regional Trails** I-95, Section CP2 (MPMS #79685)

Source: DVRPC, 2025.

Table B-6: I-95 Sector A Section GIR, Race Street to Ann Street (MPMS#s 17821, 80094, 79686, 83640,79826, 79827, 79828, 103553, 103554, 103555)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Provide replacement parking area at the corner of Delaware Avenue and Columbia Avenue	Completed	PennDOT	**Park-and-Ride Lots** I-95, Section GR3 (MPMS #79826)
Add sidewalk along west side of Delaware Avenue from Columbia Avenue to Aramingo Avenue	Completed	PennDOT	**Improvements for Walking** I-95, Section GR3 (MPMS #79826)
Provide two-way, signed, ten-foot shared-use path along east side of Aramingo Avenue NB	Completed	PennDOT	**Walking and Bicycling Improvements** I-95, Section GR4 (MPMS #79827)
Construct green-painted, five-foot bike lanes along both sides of Delaware Avenue/Richmond Street	Completed	PennDOT	**Improvements for Bicycling** I-95, Sections GR1 (MPMS #79686) and GR3 (MPMS #79826)
Reconstruct SEPTA Trolley Route 15 on Girard Avenue and Richmond Street; evaluate and construct potential new stops and platforms as feasible	Completed	SEPTA, PennDOT	**Transit Infrastructure Improvements** I-95, Sections GR1 (MPMS #79686), GR3 (MPMS #79826), and GR4 (MPMS #79827) - PennDOT has been coordinating with SEPTA on required track adjustments and their trolley modernization project
Replace/maintain all existing sidewalks along local streets to a minimum width of 10 feet	Completed	PennDOT	**Improvements for Walking** I-95, Sections GR1 (MPMS #79686), GR2 (MPMS #83640), GR3 (MPMS #79826), GR4 (MPMS #79827), and GR5 (MPMS#s 79828\103533)
Construct sidewalks, traffic signals, signing, and pavement markings improving pedestrian access and safety	Partially Completed, and In Design and Construction	PennDOT	**Signal Improvements, Improvements for Walking** SR 0095, Sections GR0 (MPMS #80094), GR1 (MPMS #79686), GR2 (MPMS #83640), GR3 (MPMS #79826), GR4 (MPMS #79827), GR5 and 6 (MPMS #s 79828 and 103533)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Maintain a portion of the public parking system under I-95 viaduct from Girard Avenue to Ann Street	Completed	PennDOT	**Improve Circulation (Parking Operations)** I-95, Sections GR3 (MPMS #79826) and GR4 (MPMS #79827) - PennDOT is considering leasing a portion of the space under I-95 for other public uses
Create new public parking system under I-95 viaduct from Palmer Street to East Susquehanna Street	Completed	PennDOT	**Improve Circulation (Parking Operations)** I-95, Sections GR3 (MPMS #79826) and GR4 (MPMS #79827)
Add traffic signal at Girard Avenue and Richmond Street intersection	Completed	PennDOT	**Signal Improvements** I-95, Sections GR0 (MPMS #80094) and GR1 (MPMS #79686)
Add traffic signal at I-95 northbound ramp terminals with Richmond Street	Completed	PennDOT	**Signal Improvements** I-95, Sections GR3 (MPMS #79826)
Add traffic signal at I-95 southbound off-ramp to Aramingo Avenue	Completed	PennDOT	**Signal Improvements** I-95, Sections GR0 (MPMS #80094) and GR4 (MPMS #79827)
Provide fiber interconnect between traffic signals along Richmond Street, Delaware Avenue, and Aramingo Avenue	Completed	PennDOT	**Signal Improvements** I-95, Sections GR3 (MPMS #79826) and GR4 (MPMS #79827)
Construct temporary detour roadway (Allen Street) along Conrail property to facilitate traffic detours during ramp closure and reconstruction	Completed	PennDOT	**Work Zone Management** I-95, Section GR3 (MPMS #79826)
Add traffic signal at Cambria Street and Richmond Street to facilitate detour traffic and future SEPTA trolley platform	Completed	PennDOT, SEPTA	**Signal Improvements** I-95, Sections GR3 (MPMS #79826) and GR4 (MPMS #79827)

Source: DVRPC, 2025.

Table B-7: U.S. 30, Coatesville Downingtown Bypass (CER-Eastern Section), (MPMS #87781), MPMS #14532 (entire project)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Implement Corridor ITS Expansion (CCTV, DMS, TTS, Signal Upgrades)	Underway	PennDOT	**Intelligent Transportation**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Complete U.S. 30 Business traffic signal improvements	Partially Completed	PennDOT, Various Municipalities	**Signal Improvements** Controller installation completed; incident management signal timing still outstanding.
Investigate retiming other key arterial signal systems (such as U.S. 322, PA 113, PA 282, PA 340) and address signal retiming hardware and communication related issues identified during implementation of traffic signal retiming, as appropriate	Planned	PennDOT, Various Municipalities	**Signal Improvements** Anything touched by the corridor or potentially impacted by it is a part of the alternatives analysis. Anticipate evaluation of signal re-timings as part of the project scope. See *Downingtown Area Transportation Study (DVRPC, 2022)*
Complete Downingtown Train Station relocation and Improvements—High-level platforms, 500-plus parking spaces, sidewalks, bike racks, stormwater management, site lighting, and security.	Underway	PennDOT, Amtrak	**Transit Infrastructure Improvements, Expanded Parking Amenities**
Complete Downingtown Train Station relocation and Improvements; the existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable the addition of a turning lane for vehicular station-related improvements	Planned	PennDOT, Amtrak	**Transit Infrastructure Improvements, Expanded Parking Amenities, Improve circulation**
Complete Downingtown Train Station and Transit Oriented Development (TOD)	Underway	Developers	**Transit Oriented Development**
Complete Paoli-Thorndale restoration of service west of Thorndale (Coatesville Station)	Planned	Amtrak, SEPTA, PennDOT	**Modifications to Existing Transit Routes or Services** Need turnback track infrastructure as part of study; need to complete physical design
Assess Paoli-Thorndale line service enhancements	Being investigated	PennDOT, SEPTA	**Modifications to Existing Transit Routes or Services** The purpose of line enhancements is to supplement mobility during construction
Expand bicycle parking at Thorndale and Downingtown rail stations as appropriate	Being Investigated	SEPTA	**Improvements to Pedestrian and Bicycle Access to Transit Stations**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Coordinate with bus and shuttle routes to enhance service as appropriate	Being Investigated	SEPTA, TMACC	**Modifications to Existing Transit Routes or Services** Investigation prior to construction
Install bus shelters and improve safe access to bus stops as appropriate	Being Investigated	PennDOT, CCPC, Various Municipalities TMACC	**Enhanced Transit Amenities and Safety** Investigation by County, especially in the City of Coatesville
Improve pedestrian and bicycle access to transit (all modes)	Being Investigated	SEPTA, CCPC, Various Municipalities	**Pedestrian and Bicycle Access to Transit Stations and Bus Stops** For guidance on pedestrian and bicycle circulation, see *US 30 Multimodal Study (2016)*, and *Downingtown Area Transportation Study (DVRPC, 2022)*.
Add U.S. 30 Business sidewalks and bike lanes	Being Investigated	PennDOT, CCPC, Various Municipalities	**Walking and Bicycling Improvements** For guidance on pedestrian and bicycle circulation, see *US 30 Multimodal Study (2016)* and *Downingtown Area Transportation Study (DVRPC, 2022).*
Implement U.S. 30 Business access management improvements	Being Investigated	DVRPC, CCPC, Various Municipalities	**Access Management Policies and Projects** For guidance see *US 30 Multimodal Study (2016)*
Investigate construction of new park-and-ride locations and coordinate with TDM strategies (carpooling, vanpooling, etc.)	Being Investigated	PennDOT, TMACC	**Park-and-Ride Lots, Encourage Use of Fewer Cars** Adding or expanding park-and-ride lots depends on design alternatives
Coordinate with U.S. 30 Chester County Incident Management Task Force	Ongoing	PennDOT, CCPC, DVRPC, First Responders from various communities	**Incident Management**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Conduct employer outreach to promote/implement Transportation Demand Management (TDM)	Planned	TMACC	**Shift Peak Travel**
Communicate / disseminate information about construction and major incidents, including working with major employers	Planned	TMACC	**Traveler Information Services**
Coordinate through PennDOT Connects to ensure consistency with the "Lincoln Highway Trail Area Plan"	Being Investigated	PennDOT, CCPC, Developers	**Walking and Bicycling Improvements**

Source: DVRPC, 2025.

Table B-8: U.S. 30, Coatesville Downingtown Bypass (Western Section), (MPMS #84884), MPMS #14532 (entire project); does not include the Airport Road Project Area (MPMS #14532)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Expand corridor ITS (CCTV, DMS, TTS, Signal Upgrades)	Underway	PennDOT	**Intelligent Transportation Systems**
Complete U.S. 30 Business traffic signal improvements	Underway	PennDOT, Various Municipalities	**Signal Improvements** largely completed; controller installation completed; incident management signal timing still outstanding
Complete Coatesville Train Station improvements and streetscape project to improve pedestrian and bicycle access	Underway	PennDOT, Amtrak	**Transit Infrastructure Improvements** expected completion mid- to late-2025; Streetscape improvements on 3rd and 4th Streets are complete; improvements include sidewalks, bike access
Expand bicycle parking at rail Stations, including the Coatesville Station	Completed	PennDOT, Amtrak	**Improvements to Pedestrian and Bicycle Access to Transit Stations and Bus Stops**
Improve parking and access to Parkesburg Train Station	Underway	PennDOT, Amtrak	**Transit Infrastructure Improvements**

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Restore Paoli-Thorndale service west of Thorndale (Coatesville Station)	Planned	Amtrak, SEPTA, PennDOT	**Modifications to Existing Transit Routes or Services** Need turnback track infrastructure as part of study; need to complete physical design
Coordinate with bus and shuttle routes **to enhance service as appropriate**	Being Investigated	SEPTA, TMACC	**Modifications to Existing Transit Routes or Services** Investigate prior to construction
Install bus shelters and improve safe access to bus stops as appropriate	Being Investigated	PennDOT, CCPC, Various Municipalities TMACC	**Enhanced Transit Amenities and Safety** Being Investigated by County, especially in the City of Coatesville
Improve pedestrian and bicycle access to transit (all modes)	Being Investigated	DVRPC, SEPTA, CCPC, Various Municipalities	**Improvements to Pedestrian, and Bicycle Access to Transit Stations and Bus Stops** Motor vehicle code issues; there are existing bike lanes and sidewalks in Coatesville and Caln Township
Improve U.S. 30 Business sidewalks and bike lanes	Being Investigated	PennDOT, CCPC, Various Municipalities	**Walking and Bicycling Improvements** There are existing bike lanes and sidewalks in Coatesville and Caln Township; proposal to move bike lanes from south to north side of U.S. 30 Business to make 10-foot wide, two-way parking buffered cycle track, but motor vehicle code issue due maximum six-foot parking distance from curb. For guidance on pedestrian and bicycle circulation, see *US 30 Multimodal Study (2016)*, and *Chester Valley Trail West Feasibility Study/Master Plan (2018)*

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Assess U.S. 30 Business access management improvements	Being Investigated	DVRPC, Various Municipalities	**Access Management Policies and Projects,** see *US 30 Multimodal Study (2016)*
Construct new park-and-ride lots and coordinate with TDM strategies (carpooling, vanpooling, etc.)	Dropped	PennDOT, TMACC	**Park-and-Ride Lots**
Coordinate through PennDOT Connects to ensure consistency with the "Lincoln Highway Trail Area Plan"	Planned	PennDOT, CCPC, Developers	**Walking and Bicycling Improvements**
Update various trail segments as part of the Chester Valley Trail	Being Investigated	CPCC	**Walking and Bicycling Improvements**
Coordinate with Chester County Incident Management Task Force	Ongoing	PennDOT, CCPC, DVRPC, First Responders from various communities	**Incident Management**
Conduct employer outreach to promote/implement Transportation Demand Management (TDM) strategies	Planned	TMACC	**Shift Peak travel**
Communicate and disseminate information about construction and major incidents, including working with major employers	Planned	TMACC	**Outreach and Marketing**

Source: DVRPC, 2025.

Table B-9: U.S. 30 and Airport Road Interchange Improvement (Western Section); Airport Road Project Area (Section AIR), MPMS #14532 (entire project)

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Expand Corridor ITS (CCTV, DMS, TTS, Signal Upgrades)	Underway	PennDOT	**Intelligent Transportation Systems**
Assess Airport Road Interchange pedestrian improvements	Being Investigated	PennDOT	**Improvements for Walking** PennDOT is working with FHWA to accommodate pedestrian facilities as part of proposed DDI interchange. See new *FHWA Guidance on Bicycle/ Pedestrian Planning, Program, and Project Development* and *FHWA DDI Informational Guide, Second Edition, Chapter 3 Multimodal Considerations*
Investigate construction of new park-and-ride locations and coordinate with TDM strategies (carpooling, vanpooling, etc.)	Dropped	PennDOT	**Park-and-Ride Lots**
Complete Airport Road Corridor intersection improvements	Underway	PennDOT, Developers, Valley Township, CCPC	**Intersection Improvements**
Complete Airport Road Corridor transit improvements	Dropped	SEPTA, TMACC	**Modifications to Existing Transit Routes or Services** Possibly investigate prior to construction
Assess Airport Road Corridor pedestrian improvements	Being Investigated	Developers, CCPC	**Improvements for Walking** Airport Road does not have existing sidewalks. The Township is pursuing a pedestrian master plan study. Valley Suburban is constructing limited sidewalk improvements. For further guidance on pedestrian and bicycle circulation, see *US 30 Multimodal Study (2016)*

Commitment	Status	Lead Agency / Organization	CMP Strategy and Comments
Add left-turn lane on U.S. 30 Business EB to Airport Road NB	In Design	PennDOT, Developers, Valley Township,	**Intersection Improvements**
Retime and upgrade signal at the intersection of U.S. 30 Business and Airport Road	Underway	PennDOT, Valley Township	**Signal Improvements**

Source: DVRPC, 2025.

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Geographic Area Covered: The nine-county DVRPC Planning Area, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.

Key Words: Congestion Management Process (CMP), Congestion Management System (CMS), Single Occupancy Vehicle (SOV), Supplemental Strategies, Major Capacity, Transportation Improvement Program (TIP), Multimodal, Transit

Abstract: This memorandum is Delaware Valley Regional Planning Commission's (DVRPC's) review of the status of supplemental strategy commitments for major Single Occupancy Vehicle (SOV) capacity-adding projects in the region's Transportation Improvement Programs (TIPs). Congestion Management Process (CMP) staff reviewed all projects in the Fiscal Year (FY) 2025–2028 TIP for Pennsylvania and FY2024–2027 TIP for New Jersey. Eight supplemental project commitments (four new and four updated) for capacity-adding projects in Pennsylvania are included in this report. In addition, two new supplemental commitment tables for major SOV capacity projects in New Jersey are included in the report. There are several projects in Pennsylvania and New Jersey that are still in the early stages of project development. CMP staff will continue to reach out and contact project managers and monitor these projects. The goal of the CMP supplemental commitment projects is to reach out early to work cooperatively with project stakeholders to develop long term solutions to regional congestion.

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