



C/O LEHIGH VALLEY PLANNING COMMISSION
961 MARCON BOULEVARD, SUITE 310
ALLENTOWN, PENNSYLVANIA 18109
(610) 264-4544

The Lehigh Valley Transportation Study Coordinating and Technical Committees met in a joint session on Monday, July 25, 2016 at 9:00 a.m. at the Lehigh Valley Planning Commission, 961 Marcon Boulevard, Suite 310, Allentown, PA. In attendance were:

TECHNICAL COMMITTEE

Name

Representing

Darlene Heller*

City of Bethlehem

David Hopkins*

City of Easton

Owen O'Neil*

LANta

Becky Bradley*

LVPC

Michael Donchez*

George Kinney*

Ray Green*

PennDOT Central Office

Kevin Milnes*

PennDOT District 5-0

COORDINATING COMMITTEE

Jennifer McKenna**

City of Allentown

David Hopkins**

City of Easton

Owen O'Neil*

LANta

Becky Bradley*

LVPC

Larry Shifflet*

PennDOT Central Office

Michael Rebert*

PennDOT District 5-0

PUBLIC PRESENT

Jim Brady	STV, Inc.
Whitney Burdge	LVPC
Gene Clater	Allen Township
Michael Dee	State Representative Dan McNeill
Kathy Dimpsey	FHWA
Ralph Eberhardt	Michael Baker International
Eileen Eckhart	Allen Township
Anne Felker	Coalition for Appropriate Transportation
Kerry Fields	PennDOT District 5-0
Carol Halper	U.S. Congressman Charlie Dent
Brian Harman	The Pidcock Company
Heather Heeter	Borton-Lawson
Matt Malozi	Rettew Associates
Jay McGee	HNTB
April Niver	US Representative Matt Cartwright
Bill Royer	State Representative Ryan Mackenzie
Steve Strella	State Representative Julie Harhart
Matt Szuchyt	State Senator Pat Browne

*Denotes voting member

Mr. Rebert chaired the joint LVTS Technical Committee and Coordinating Committee meeting.

COURTESY OF THE FLOOR

My name is Eileen Eckhart, Manager of Allen Township. I sent out an email regarding the Howertown Road/Dry Run bridge and I had written a letter on behalf of the Township expressing our concern for the bridge, the sufficiency rating, and overall improvements. Mr. Gene Clater, Chairman of the Allen Township Planning Commission, introduced himself. I am also a commissioner on the LVPC. Mr. Clater distributed handouts. Mr. Clater stated that Allen Twp. sits on the east side of the Lehigh River and there are only so many way to go north or south in western Northampton County. There is Airport Rd. and Route 512 sits in the center of Northampton County. If you go west, there is a lot of traffic that comes down Kreidersville Rd. as well as Schoenersville Rd. This bridge is in the segment of Howertown Rd. It is a major north-south thoroughfare carrying about 7,000 AADT and connects with Route 329 which has about 12 – 15,000 AADT. This particular bridge is located just north of Route 329 which is the major east-west route north of Route 22. Around 8 – 10 months ago, this bridge had an inspection, and without notice to the Township or fire company, the bridge was re-posted from somewhere around 20 tons to 14 tons. That was a significant hit. The Township wasn't notified. We have a winter maintenance agreement with PennDOT to maintain state roads. At 14 tons, our snowplows and tankers cannot go over the bridge. We have 60 percent of our population located south of Route 329 and this bridge is just north of that. All of our industrial and about 80 – 90% of our commercial is south of that bridge. So what this means is that since we only have public water up to Route 329, if we have a fire south of there, we delay tankers by several minutes and several miles to

get there. In our opinion it is a public safety and winter maintenance issue. If you go out to the PA Bridge website and you look at the 800 – 900 bridges on the list, this particular bridge with the reclassification has a sufficiency rating of 17. That is number 4 on the list of sufficiency ratings in the two counties. There are only three bridges that are lower than that. There are only two bridges in Lehigh and Northampton Counties that have a weight restriction less than 14 tons. If we have an issue with this bridge and it gets closed, the impact on Airport Rd., which already has D, E and F intersections, as well as the other north-south roads will add traffic and that would be a severe economic issue. Route 329 is also the boundary line between our rural and our commercial/industrial centers of the Township. Closure or further restrictions on this bridge would be a really severe economic impact to the Township in addition to a public safety issue. All of our tanker fill sites are south of this bridge and you have to cross that road or take a lengthy detour to get to our tanker fill sites. The rural section of our township would be severely hampered with how we handle fire response. Alternate routing of having people go east-west puts them onto township roads and causes traffic congestion because there are vehicles that cannot go over that bridge. Somehow, and everybody I talk to, George, Mike, our people in the township, nobody seems to understand how this bridge did not get into the long range plan let alone the fact that it is not on the four-year TIP. So we would ask consideration for adding this bridge, on an emergency basis, to the current four-year TIP.

This road also has a pretty sharp bend. For those who travel north on Schoenersville Rd. toward Route 248 you are going to hit this bridge. The sight distances on both approaches (going north and south) are really short. It is a narrow bridge and is only 18 feet long. Two trucks going at speed will probably hit each other. It is the site of a lot of accidents over the years. We have had some fatal accidents. It is also the worst spot in the winter for ice removal because stormwater management north of this is pretty bad. PennDOT worked with us over the last year to partially remediate. It is on the downward slope of several hundred acres. We feel that replacement to the east, straightening the road would give us a much better situation by eliminating the bend and go a long way toward resolving the safety issue. The Township does request serious consideration for inclusion of this bridge in the current TIP. Thank you.

Mr. Rebert asked if the Township submitted with their request for permits forms that identify the vehicle axle spacings. Ms. Eckhart stated that they did. Mr. Rebert stated that we will look into this and talk.

Mr. Kinney stated that we had a combined TAP application from the City of Easton and Coalition for Appropriate Transportation and the City would like to make a request to the board for reconsideration of project funding. Mr. Hopkins stated that the City was the sponsor for the Coalition for Appropriate Transportation submission. At the time we talked about a potential skills course for the kids, but we didn't have permitting. Since that time, we have gotten our permits through the Northampton County Conservation District. So it really is not an ask for any more funds. It is just a reallocation of funds within the award that has already been given to the City. We talked a lot about the ability to set up a centralized skills park conveniently located in Hugh Moore Park. The park is currently undergoing a renovation project. I think it is a nice location along the D & L Trail. Scott (Slingerlund) was looking for permission from the LVTS to allocate up to \$45,000 of the current allocation. Ms. Bradley inquired if it was located in a flood plain and if permits were obtained. Mr. Hopkins replied yes. Mr. Rebert inquired if this was for the education portion of the application or for building the park. Mr. Hopkins stated that it does have a small construction component that includes boardwalk features. Mr. Milnes stated that he is not sure if TAP funds can be used to build facilities but we can check on that. Mr. Hopkins stated that it is a series of boardwalk type park features that are

used to teach bike handling, bike skills and CAT would be the major program provider. Ms. Bradley inquired if the city would maintain it. Mr. Hopkins replied that it would. Mr. Rebert inquired if the email has a cost breakdown as to what would be for education and for construction. Mr. Hopkins replied that CAT wanted to commit up to \$45,000 for construction. Mr. Rebert stated that we will look into what we can and can't do with federal money. Mr. Hopkins stated that he thought it was up to the LVTS based upon an email. Mr. Shifflet stated that email was from Chris Metka, PennDOT Central Office. Mr. Kinney stated that we had discussions with PennDOT Central Office and he said it was an LVTS decision because it was a regional award, not a state award. So he is looking at the LVTS to make a recommendation. Ms. Bradley asked why CAT did not spend all of their money for the education. Ms. Felker replied that she could not answer that. Ms. Bradley asked if the structure can be moved. Mr. Hopkins replied that it is permanent though the use of sonotubes. Mr. Shifflet moved to approve the change in scope of these funds for \$45,000 from the LVTS Technical Committee. Seconded by Ms. McKenna, the motion passed unanimously. Mr. O'Neil moved to approve the change in scope of these funds for \$45,000 from the LVTS Coordinating Committee. Seconded by Ms. Bradley, the motion passed unanimously. Ms. Bradley asked how long the City has to implement it since it is old TAP funds. Mr. Hopkins stated that it needs to be constructed by December, which is not a problem because it is not complicated to install unless the paperwork takes until December. Mr. Rebert stated that it doesn't seem like it should since this is more or less the approval of the change in scope. Mr. Milnes inquired how the materials for the project are acquired. Through the City process? Mr. Hopkins stated that it is a proprietary item where they build it and turnkey it. Mr. Rebert stated that it still should not take until December but that is another hurdle if it is a proprietary item going to a sole source. Mr. Hopkins stated that it does not have to be sole source but if we did a conventional short term that would be fine. Mr. Rebert commented that might be the best way to go about it. Ms. Bradley asked if there is an issue is it possible for them to get an extension. I want to put that on the record because I think since we voted to support this they should have the chance to implement it. Mr. Hopkins stated that it should not take us long to advertise it for bid. It is not a complicated project. It is just a matter of advertising it and going through the process of getting our assurances and bonding.

Ms. Bradley stated that our landlord has agreed to allow us to install bike racks that would facilitate alternative transportation to our offices.

MINUTES

Ms. Darlene Heller moved for the approval of the minutes from June 27, 2016 LVTS Technical Committee meeting. Mr. Dave Hopkins seconded and the motion passed unanimously. Ms. Jennifer McKenna moved for the approval of the minutes from the May 23, 2016 Coordinating Committee meeting. Mr. Larry Shifflet seconded and the motion passed unanimously.

STATUS OF TIP HIGHWAY PROJECTS

Mr. Milnes presented the status of TIP highway projects (attached).

TIP AMENDMENTS

None.

OLD BUSINESS

Draft 2017 Transportation Improvement Program and Air Quality Conformity Analysis

Mr. Donchez said the Draft TIP represents the four year high priority list of highway, bridge, transit and multimodal projects within the two county region. This particular TIP has a total value of about \$458 million which is significantly higher than from previous TIPs. The breakdown between the highway, bridge and transit portion funds is about \$131 million for highways, about \$182 million for bridges and transit is at about \$144 million for a total value of \$458 million. Transit saw a significant jump this time due to accounting practices to how transit funds were handled within the TIP. Previously operating assistance was never accounted for within the draft TIP, however, with new requirements, operating funds need to be included. There is also a significant jump in bridge funds which represents a renewed focus to try tackle deficient bridges and cut down on the number of structural deficient bridges we have within the two county region. The draft TIP is a four year program updated every two years and it is a very dynamic document. It changes monthly as a result of cost changes, scope changes, moving money around with the requirements of fiscal constraint. We meet the fiscal constraint requirement that we were given by PennDOT Central Office for this particular program. The TIP as a whole has to be fiscally constrained not only over the 4 year period but every year within the TIP has to be fiscally constrained as well. We did go out to a 30 day public review and comment period which began on June 14 and closed on July 14. We held two public meetings on July 12. The first public meeting was held at PennDOT District 5-0 offices at noon. The second public meeting was that same day at 6 pm at the LVPC offices. We had a handful of attendees for both meetings. They provided comments verbally and in writing. We received about a total of a dozen comments on the draft TIP and I would like to go over some of the comments that we received. We received some basic comments as to when the draft TIP would be distributed for public comment which we responded to.

We received a comment with regard to the funding for the freeway service patrol from which the freeway service patrol will continue to be funded by the PennDOT to aid disabled vehicles on I-78 and Route 22.

We received a comment with regard to the Draft TIP not being available at the Allentown Public Library. Apparently there must have been some mix up because the Allentown Library had on their reference shelf the TIP from 2 years ago. When called, both TIPs were available. We will be retracting those old copies from the library.

We received an inquiry as to the release date for the TIP. It will be October 1 when it goes in to affect after it goes through PennDOT Central Office and then goes through the Federal Highway Administration review process.

We received a comment from the Borough of Fountain Hill regarding Broadway. Fountain Hill Borough would like to get the restoration of Broadway on to the TIP and we are going to be coordinating with District Office to explore that possibility.

We received a couple of comments from Northampton County with regard to two bridges. One is bridge No. 19 Seidersville Rd. This is in the City of Bethlehem just west of the Borough of

Hellertown. It is a closed structure currently. The other bridge is No. 117 known as Northampton Street. This is in the Borough of Bath associated with the realignment of 248 though the Borough. We have been in communication with Northampton County acquiring some data on those bridges exploring the feasibility of programming that onto the TIP and that will continue in the coming weeks.

We received a comment from Allen Township regarding the bridge on Howertown Rd. so we will be coordinating with that as well to explore the possibility there.

We had a comment on one of the descriptions for the Lehigh and Race Street intersection project in the Borough of Catasauqua. We had listed an old outdated description of the project so we updated it.

We had a comment from the Borough of Portland regarding the Jacoby Creek Bridge. There was a public meeting held about a month and half ago up in the Borough of Portland regarding the Jacoby Creek Bridge. They would like the Jacoby Creek Bridge replaced rather than having it closed so we will be coordinating with PennDOT regarding that bridge as well to explore that possibility.

We received comment with regard to another project description for the Route 222, Schantz Road and Route 863 project. We revised the description of the project to include the roundabout.

We had a question with regard to the Route 22 project and when the Cedar Crest Boulevard portion of it will be going to construction. That is a future phase of the project. Right now the Lehigh River Bridge interchange and Fullerton Avenue is under construction. After that the next section would be from 15th Street to Airport Road. After that the next phase would be 15th Street heading west out towards Cedar Crest which is not on the TIP but is on the Long Range Transportation Plan.

We also received a comment from the City of Easton that came in after the 30 day public review and comment period but we are still going to be responding to it. It came in late last week with regard to moving the 13th Street/Route 22 interchange project including moving the construction phase up on the 12 year program so we will be drafting a response to that.

That was the nature of the comments that we received.

The TIP contains several resolutions. It contains an Air Quality Conformity Resolution which basically states that we are meeting the requirements of National Ambient Air Quality Standards. Projects in the TIP that are deemed air quality significant have to be coded into the regional travel demand forecasting model to go through the Air Quality Conformity analysis process. We have to document that by making the improvements contained within the TIP that we are not worsening the air quality within the two county region. There is also a resolution regarding self-certifications that we are meeting the requirements of the transportation planning processes through the Federal Highway Administration; that we are meeting the fiscal constraint requirements; that we are meeting the clean air act amendment requirements; that we are meeting Title VI requirements, requirements for environmental justice analysis of the projects in the program and plan. We also have as part of the TIP a memorandum of understanding that deals with how we handle amendments and how we handle administrative actions and it states some definitions of what constitutes an amendment and what constitutes an administrative action. An amendment is essentially a change in the list of projects that include a project that would trigger an air quality conformity analysis; the second item is if a project is already on the TIP and we have to add a phase or delete a phase that utilizes federal funds that exceeds

our threshold of \$2 million. \$2 million is the threshold that this body has established and is what constitutes an amendment. Anything that exceeds \$2 million requires a vote by this body, anything under the \$2 million does not require a vote by this body. That is not a new threshold, this is the threshold we used for the past couple of TIP cycles and it is working well for LVTS. So there is no change there, it just restates the practices we have in place. In addition to that the TIP went through an environmental justice analysis which was required. This takes a look at the impacts of the program as a whole on minority and low-income populations. This involves taking a look at those populations and seeing what impacts may result as a result of implementing projects in this TIP. We took a look at the accessibility measure where we measure the accessibility to schools, jobs, shopping for the EJ communities for a no-build scenario and then for a build scenario where you are assuming that the projects are going to be implemented. The EJ analysis shows that we are increasing the accessibility for the EJ population by implementing the projects on the TIP thus they are not disproportionately disadvantaged and are not being denied any of the benefits of this particular program. In addition to that I would just like to say that as part of the comments that we received we are going to be continuing to work to address the comments and address issues from the respective municipalities and project sponsors to try to incorporate that into the document as appropriate. Mr. Donchez opened up the floor for questions or further comments. No further comments. This TIP will be transmitted to PennDOT Central Office for consideration and then be forwarded to Federal Highway Administration to go through the Federal review process and then this TIP will take effect October 1 of this year. We are still working under the 2015 TIP all the way up to September 30, 2016. Mr. Donchez motioned to approve the draft 2017 Transportation Improvement Program along with Air Quality Conformity Analysis that was done and the associated Air Quality Conformity Resolution and the TIP MOU resolution along with the self-certification resolution.

Technical Committee – Mr. Donchez moved motion. Mr. Hopkins seconded the motion. The motion passed unanimously. Mr. Schifflet seconded the motion for the Coordinating Committee. The motion passed unanimously.

NEW BUSINESS

Planning & Pizza

This Friday is free Pizza here 12 noon. Twenty people are already signed up which is really good number for this type of topic. I am really glad that we had 60 people for last month's Sidewalk Inventory so I am actually glad that we will have 20 for congestion management. The Freight Advisory Committee meeting is August 3. Note the location change. It will be at LCCC and we sent out a couple invites for that meeting. Mr. Dolan will be bringing three tractor trailers with him and park them in the parking lot. He will put objects around so you can see what you can see and what you can't see around the truck.

Congestion Management Process

Mr. Kinney presented a PowerPoint on our congestion management process. The Congestion Management Process looks at congested corridors and congested intersections and recommends mitigation strategies through an evaluation process. Congestion comes in two forms—reoccurring and non-reoccurring. The causes of congestion vary. The three main causes of congestion are traffic influencing events such as crashes, breakdowns, debris in the roadway, traffic demand in the form of special events and physical road features.

The Congestion Management Process is required of MPO's (which we are for Northampton and Lehigh counties) for those areas in excess of 200,000 population. This is our first update since 2008. We took a look at other CMP's from across the state and nationally and FHWA and PennDOT guidance for how we are going to go about the update. We started the program with a look at our 2017 corridors and have more than 43 of those. A regional travel demand model is used to identify these corridors and it looks at things like traffic volumes, truck traffic, crashes, travel delays and peak hour Level of Service.

From there we reached out from 2017 to project to see where our corridors will be congested in 2040. Again we came up with a pretty lengthy list of 45 sites. Now we put into that model some demographic projections and assumed project implementation.

We now have 45 corridors. We worked with a consultant to narrow the list down to 15 highest priorities. To do that we started to look some other evaluation. We wanted to incorporate those freight traffic strategies into the CMP and that was a big part of breaking down those 45 and narrowing them down to the 15 priorities. We looked at the percent of truck traffic in certain corridors, we looked at proximity to a National Highway System, we looked at the functional class and if it is contained within an urban development area. Our existing transportation plans, and TIP to a certain extent, has a policy that basically suggests that we are not likely to invest in capital improvements or adding improvements outside of that urban boundaries unless there is a significant reason. So you can start to see where we are starting to down these scores tying them down to the truck aspects of things and our planning aspect. Mr. Kinney reviewed the corridor descriptions for the Committees. Ms. Bradley stated that we will e-mail it out to everyone and put it on our website.

Federal Certification Review Report

Ms. Bradley stated that we received our Federal Certification Review earlier this month. We will bring a presentation to you next month.

Events

Ms. Bradley gave an update on the upcoming Planning + Pizza: Stuck in Traffic, Congestion Management on July 29. Mr. Kinney gave an update on the August 3rd Freight Advisory Committee meeting.

CORRESPONDENCE

None.

COURTESY OF THE FLOOR

Mr. Clatter commented on the financial contributions of the Rockefeller Group for the Federal Express roadway improvements.

There being no further business, Mr. Rebert adjourned the LVTS Technical Committee and LVTS Coordinating Committee meetings.

Submitted by,

Barbara Rissmiller for
Becky A. Bradley
LVTS Technical Committee
LVTS Coordinating Committee

BAB:bjr
Finalized 08/26/16

Attachments: LTS Highway Status Report Meeting July 25, 2016

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 25, 2016**

I-78 Auxiliary Lane (K. Cox)

MPMS 104147 - est let April 20, 2017

- Working towards Design Field View

US 22 Widening (L. Montgomery)

MPMS 96384 - est let August 11, 2022

- Scoping field view form under review by District
- Consultant addressing Conceptual POA comments. Will resubmit by the end of July.
- Interim Line and Grade approval granted for Ramps B & C at Fullerton Avenue Interchange June 14, 2016
- Progressing environmental documents, survey, ROW mosaic and Utility tasks
- Preliminary Engineering supplement executed
- Coordinating efforts between US 22-400 project currently in construction and US 22 Widening Project

SR 100 Section 13M Betterment Project (K. Bellotti)

MPMS 102311 - est let March 22, 2018

- Supplement executed for addition of I-78 Interchange overlay of ramps
- Pavement alternative analysis submitted recommending 6" bonded overlay
- Safety Submission expected in August
- Preliminary Traffic Control concepts being developed based on pavement recommendation

SR 222 and Shantz and 863 Improvements (M. Patel)

MPMS 79554 - est let March 29, 2018

- Roadway boring will be completed by end of July.
- Final design work order has been executed.

SR 248/946 Intersection Improvements (A. Moussa)

MPMS 93116 - est let August 25, 2016

- D-419 Utility Clearance is ongoing. Pending one signature to be processed
- PS&E is under review
- D-4232 Federal Fiscal Authorization to be submitted when Utility Clearance is issued

SR 309 Sec 14M Betterment (K. Murphy)

MPMS 102312 – est let November 13, 2018

- List of supplemental items due to traffic impacts sent to the District for review April 21, 2016.
- Preliminary Traffic Analysis submitted per comments from the supplemental items list review June 28, 2016.
- Comments received for the Preliminary Traffic Analysis July 7, 2016.

SR 309 & Tilghman Interchange (I. Nathaniel)

MPMS 96432 - est let December 17, 2020

- Additional alternatives were discussed on July 12, 2016
- Supplement in process to perform right-of-way and data collection task

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 25, 2016**

SR 412 Connector Road (M. Patel)

MPMS 94603 – est let October 20, 2016

- Awaiting Right-of-Way resolution from City of Bethlehem
- Project is idle and not covered on 2017 TIP
- No progress has been made from City side

SR 1002 Tilghman Street Betterment (K. Murphy)

MPMS 101488 – actual let June 30, 2016

- Final PS&E submitted on June 9, 2016.
- Project Let June 30, 2016.
- Pre-Construction Meeting scheduled for July 25, 2016.

SR 1004 Lehigh- Race St. Intersection (B. Graver)

MPMS 57433 – est let January 18, 2018

- Coordinating with the County of Lehigh and DCNR on the proposed Right-of-Way requirements under the Project 500 Act for the widening of the Lehigh Canal Bridge
- Meeting held with Delaware and Lehigh (D&L) Trail on June 13, 2016 to discuss the Lehigh Canal Towpath requirements
- Draft Effects Report reviewed by District Office (DO) on July 09, 2016
- Archaeological diggings completed at the Revolution Church property parking lot; no further work is necessary
- Revised TS&L for the replacement of the bridge carrying Lehigh Street over the Catasauqua Creek in DO for review
- Revised H&H Report for the proposed Catasauqua Creek Bridge opening in DO for review
- Revised TS&L for the widening of the bridge carrying Race Street over the Lehigh Canal in DO for review
- Draft Subsurface Boring Report and Contract in DO for review on July 19, 2016
- Project Time Extension Request sent to FHWA on July 11, 2016
- Meeting held on May 26, 2016 with FHWA to discuss preparation of Individual Section 4(f)

SR 1009-01S Schoenersville Road Corridor Improvements (A. Moussa)

MPMS 98174- est let TBD

- ESA Phase 1 is under review
- Safety Review approved
- CE evaluation is under review
- Design Field View is under review
- Preliminary ROW completed
- Plans Display at municipalities in progress

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 25, 2016**

SR 2020-04S Easton Ave Corridor Improvements (A. Moussa)

MPMS 102156- est let TBD

- Coordination with the City of Bethlehem to determine ROW width. Supplement to continue working on ROW task was executed
- Historic Task completed
- CE documentation is in progress
- Safety Review approved conditionally
- Preliminary Traffic Signal Plans is in progress. Designer to address comments and resubmit

SR 3011 Center Street Betterment (K. Murphy)

MPMS 96429 – est let May 18, 2017

- NTP for final design – June 22, 2016
- ADA design TIF comments were received on January 20, 2016
- Consultant has started the revisions

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 25, 2016**

<u>ACRONYM REFERENCE</u>	
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
I&D	IDENTIFICATION AND DELINEATION (Wetlands)
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LGTS	LINE, GRADE AND TYPICAL SECTION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SFV	SCOPE AND FIELD VIEW
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE