

PUBLIC REVIEW AND COMMENT WELCOME

Philadelphia Zoo to Paoli Transmission Line Project

Environmental Assessment

An Environmental Assessment has been prepared for the Philadelphia Zoo to Paoli Transmission Line Project. The purpose of the Environmental Assessment is to provide the Federal Railroad Administration (FRA) and the public with a full evaluation of the environmental impacts of the proposed project, in compliance with the National Environmental Policy Act (NEPA) of 1969.

Document Review and Open House

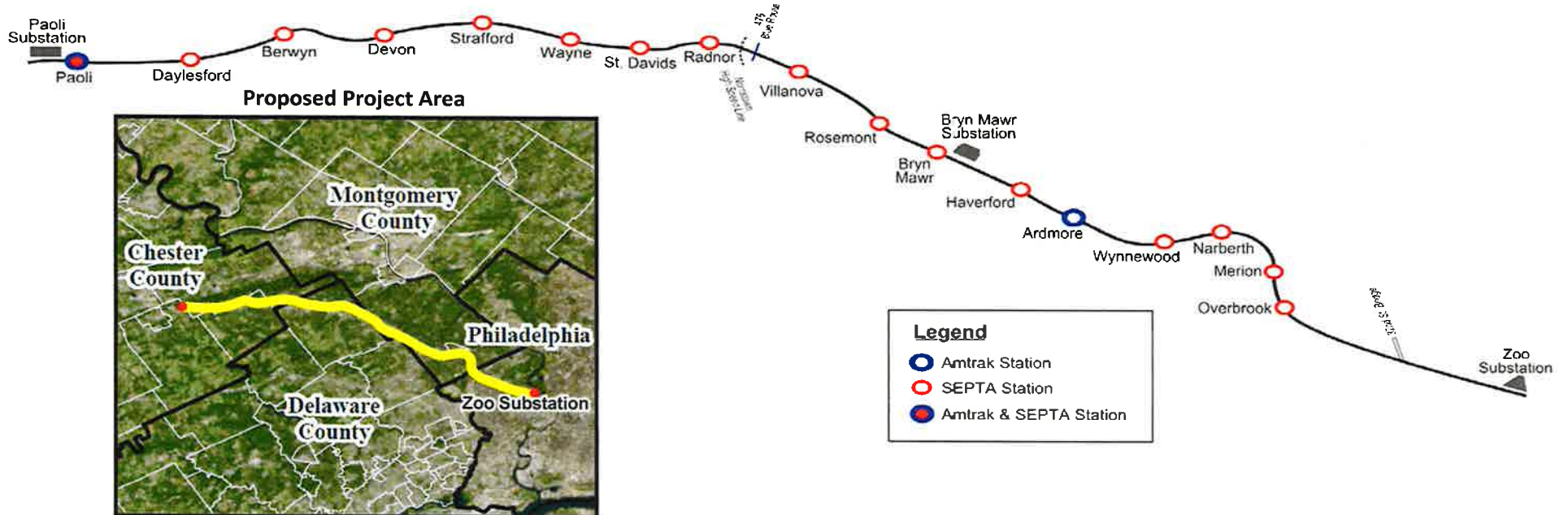
The public is invited to review and comment on the Environmental Assessment until May 12, 2017. Hard copies are available at 22 locations – public libraries and municipal buildings – along the project corridor. A listing of the hard copy locations, a pdf of the document, and contact information is available at: <https://www.fra.dot.gov/Page/P0810>. Additionally, the public is invited to attend a project Open House held at the Lower Merion Township Administration Building (Board Room, 75 Lancaster Avenue, Ardmore, PA 19003), from 5:00-8:00 PM, on May 4, 2017.

Project Information

Amtrak proposes improvements to the electrification system within the existing Amtrak right-of-way between the Zoo Substation (mile marker 2.5) and the Paoli Substation (mile marker 20.5) on the Keystone Corridor (see map below). The project area crosses through Philadelphia, Montgomery, Delaware, and Chester counties.

Project Area Mapping

Substations and Passenger Stations within the Proposed Action Route



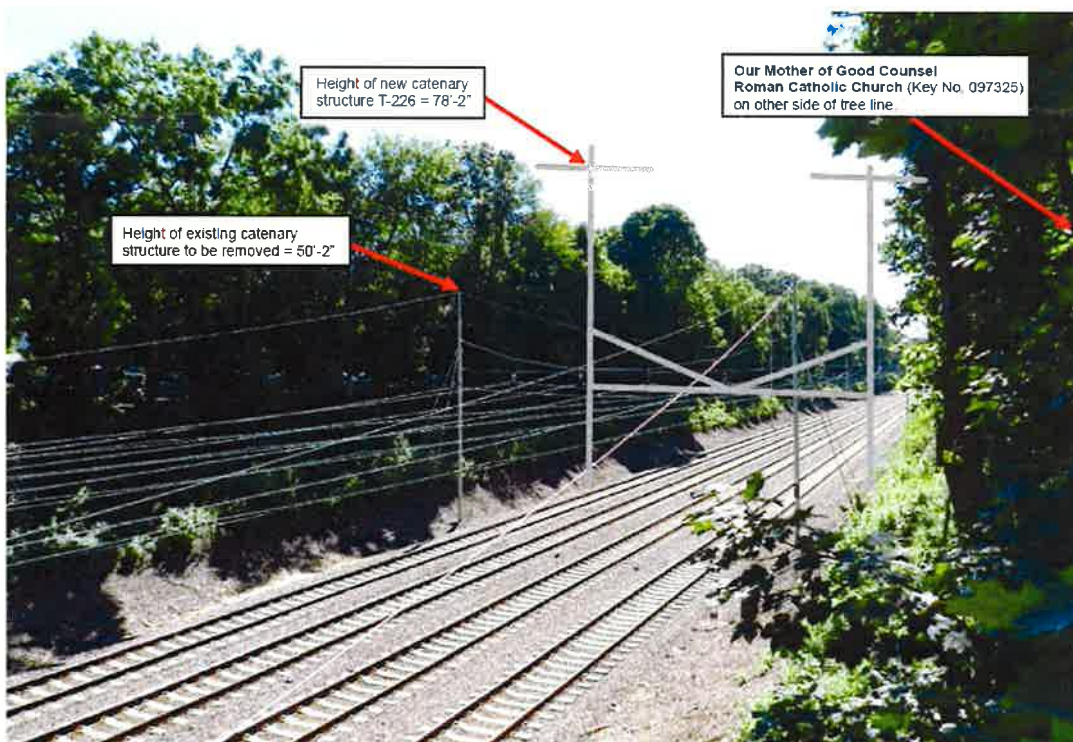
Project components include:

- Construction of new 138-kilovolt (kV) transmission lines within Amtrak right-of-way to replace aging and inaccessible transmission lines outside of Amtrak right-of-way; note that the power feed to the former transmission lines will be deactivated, but the infrastructure will not be physically altered.
- Replacement of 276 and addition of 49 catenary structures (325 total) within Amtrak right-of-way. Catenary structures support overhead lines used to transmit electrical energy to trains. Amtrak right-of-way will now accommodate both the catenary lines and the transmission lines. New structures will be taller to accommodate the added traction power transmission lines. See below for an example rendering and an example overlay.
- Construction of an additional gantry (a structural framework for supporting high-voltage switches) at Paoli substation.
- Demolition of the obsolete substation at Bryn Mawr and construction of a new traction power substation on a slightly larger footprint.

The Bryn Mawr Substation and the catenary structures along the rail corridor will be removed and replaced. There will be no changes to or removal of the existing train stations or other major built elements of the railroad corridor.

Example Rendering

Height of existing catenary structure to be removed – 50'-2"
 Height of new catenary structure T-226 – 78'-2"



Example Overlay

The existing structures are visible in the background, with the proposed structures overlaid in yellow. The proposed structures will have a grey, galvanized zinc coating.

