






# PHILADELPHIA ZOO TO PAOLI ELECTRIFICATION TRANSMISSION LINE PROJECT BRYN MAWR TO ZOO

The Philadelphia Zoo to Paoli Electrification Transmission Line Project occupies 18-miles of the Keystone Corridor East between the Zoo Substation in the City of Philadelphia to the Paoli Substation in Chester County. Both Amtrak and the Southeastern Pennsylvania Transportation Authority (SEPTA) use the corridor for passenger rail service. The overall project will construct new transmission lines, and replace deteriorated catenary structures with new catenary structures. Amtrak is working with its partners at the U.S. Department of Transportation, Federal Railroad Administration (FRA), SEPTA, and Philadelphia Electric Company (PECO) as well as local municipalities and counties along the project corridor to implement the project. The project contains three components of work.

The **Bryn Mawr to Zoo** project is a key component of the overall project. The project upgrades approximately 10 miles of Amtrak right-of-way with new overhead catenary structures (OCS) and supporting infrastructure. The project will include tree trimming within the Amtrak right-of-way and the replacement of the existing overhead catenary structures. A total of 128 catenary structures will be installed as part of this project. The new catenary poles will be taller than existing poles in order to accommodate the

new transmission lines. Typically, they will be 75 feet in height, but where they cross highway overpasses, they will be 100 feet to maintain required electrical clearances. There will be no changes to existing stations as part of this project.

## PROJECT BENEFITS

-  Strengthen infrastructure
-  Replace aging and inaccessible transmission lines that are not currently on Amtrak property
-  Improve reliability and passenger train travel times

## PROPOSED IMPROVEMENTS

- ▶ Replace aging catenary structures with new transmission and catenary support structures.
- ▶ Install new transmission lines, static wire, and associated insulators.
- ▶ Decommission the existing off-corridor transmission lines and demolition of the existing OCS structures and foundations.

## PROJECT TIMELINE

### September 2017

National Environmental Policy Act (NEPA) Completion

### 2024/2025

Public Meeting for Philadelphia Zoo to Paoli Electrification Transmission Line Project

### 2029

Bryn Mawr to Zoo Anticipated Construction Notice to Proceed

### 2035

Bryn Mawr to Zoo Construction Anticipated Completion






# PHILADELPHIA ZOO TO PAOLI ELECTRIFICATION TRANSMISSION LINE PROJECT PAOLI TO BRYN MAWR

The Philadelphia Zoo to Paoli Electrification Transmission Line Project occupies 18-miles of the Keystone Corridor East between the Zoo Substation in the City of Philadelphia to the Paoli Substation in Chester County. Both Amtrak and the Southeastern Pennsylvania Transportation Authority (SEPTA) use the corridor for passenger rail service. The overall project will construct new transmission lines, and replace deteriorated catenary structures with new catenary structures. Amtrak is working with its partners at the U.S. Department of Transportation, Federal Railroad Administration (FRA), SEPTA, and Philadelphia Electric Company (PECO) as well as local municipalities and counties along the project corridor to implement the project. The project contains three components of work.

The **Paoli to Bryn Mawr** project is a key component of the overall project. The project upgrades approximately 10 miles of Amtrak right-of-way with new overhead catenary structures (OCS) and supporting infrastructure. This component of the project will include tree trimming within the Amtrak right-of-way and the replacement of the existing overhead catenary structures. A total of 207 catenary structures will be installed as part of this project. The new

catenary poles will be taller than existing poles in order to accommodate the new transmission lines. Typically, they will be 75 feet in height, but where they cross highway overpasses, they will be 100 feet to maintain required electrical clearances. There will be no changes to existing stations as part of this project.

## PROJECT BENEFITS

-  Strengthen infrastructure
-  Replace aging and inaccessible transmission lines that are not currently on Amtrak property
-  Improve reliability and passenger train travel times

## PROPOSED IMPROVEMENTS

- ▶ Replace aging catenary structures with new transmission and catenary support structures.
- ▶ Install new transmission lines, static wire, and associated insulators.
- ▶ Construct new gantry at Paoli Substation.
- ▶ Decommission the existing off-corridor transmission lines and demolition of the existing OCS structures and foundations.

## PROJECT TIMELINE

### September 2017

National Environmental Policy Act (NEPA) Completion

### 2024/2025

Public Meeting for Philadelphia Zoo to Paoli Electrification Transmission Line Project

### 2025

Paoli to Bryn Mawr Anticipated Construction Notice to Proceed

### 2030

Paoli to Bryn Mawr Construction Anticipated Completion

# PHILADELPHIA ZOO TO PAOLI ELECTRIFICATION TRANSMISSION LINE PROJECT BRYN MAWR SUBSTATION REPLACEMENT

The Philadelphia Zoo to Paoli Electrification Transmission Line Project occupies 18-miles of the Keystone Corridor East between the Zoo Substation in the City of Philadelphia to the Paoli Substation in Chester County. Both Amtrak and the Southeastern Pennsylvania Transportation Authority (SEPTA) use the corridor for passenger rail service. The overall project will construct new transmission lines, and replace deteriorated catenary structures with new catenary structures. Amtrak is working with its partners at the U.S. Department of Transportation, Federal Railroad Administration (FRA), SEPTA, and Philadelphia Electric Company (PECO) as well as local municipalities and counties along the project corridor to implement the project. The project contains three components of work.

The **Bryn Mawr Substation Replacement** project is a key component of the overall project. The existing Bryn Mawr Substation will be demolished and replaced with a new substation to accommodate the new transmission lines. The substation footprint will be expanded by approximately 7,000 square feet. This expansion will result in a loss of 12 parking spaces at the Bryn Mawr SEPTA station. During construction, 19 parking spaces will be impacted temporarily.

## PROJECT TIMELINE

### September 2017

National Environmental Policy Act (NEPA) Completion

### April 2024

Bryn Mawr Substation Construction Notice to Proceed

### 2024/2025

Public Meeting for Philadelphia Zoo to Paoli Electrification Transmission Line Project

### Winter 2027

Bryn Mawr Substation Construction Anticipated Completion

## PROJECT BENEFITS

- 🚧 Strengthen infrastructure
- ⚡ Upgrade Bryn Mawr Substation to a modern traction power system
- 🚂 Improve reliability and passenger train travel times

## PROPOSED IMPROVEMENTS

- ▶ Demolish existing control house and electrical equipment.
- ▶ Install new brick facade control house and electrical equipment.
- ▶ Install new retaining walls and fencing to protect the public.
- ▶ Install new electric ground grid.
- ▶ Install two new traction power transformers.

