

Wilmington Area Planning Council

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Mayor of Wilmington

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Coordination, Director*

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Cecil County Commissioner

Lauren L. Skiver
*Delaware Transit Corporation
Executive Director*

WILMAPCO Executive Director
Tigist Zegeye

May 16, 2012

Hon. Shailen P. Bhatt, Secretary
Delaware Department of Transportation
800 Bay Road
P.O. Box 778
Dover, DE 19903

RE: Prioritization for the FY 2014-2017 Transportation Improvement Program

Dear Mr. Bhatt:

I am writing to submit WILMAPCO priority projects for the FY 2014-2017 Transportation Improvement Program (TIP), as described in the MOA between WILMAPCO and DelDOT. WILMAPCO Council voted at their May 10 meeting to approve these priorities. The priority for the New Castle County element of the Delaware CTP/WILMAPCO TIP is to:

1. Adequately fund preservation and safety projects.
2. Complete projects in the approved FY 2012-2015 TIP based on Council priority. If projects must be deferred, use project priority to guide which projects would be delayed. A prioritized project list is enclosed.
3. Complete projects in constrained RTP project list according to the identified in-service dates. The prioritized list of projects not in the TIP list is enclosed.
4. Use prioritized aspirations list contained in RTP to identify other regional priorities if funding levels allow additional projects.

In selecting CMAQ-funded projects, we recommend drawing from the enclosed list of CMAQ eligible projects identified by the WILMAPCO Air Quality Subcommittee. These projects were assessed using an interim CMAQ prioritization process based on our national analysis of emissions benefits using FHWA data and qualitative factors of vehicle miles traveled (VMT), cost and project life expectancy.

To assist in your project selection process, also enclosed are recommendations for bicycle and pedestrian projects developed by the WILMAPCO Nonmotorized Transportation Working Group.

Once DelDOT has prioritized projects statewide, we look forward to hearing the status of our submissions. If you have any questions, please call 302-737-6205 to speak to me (ext. 114) or Heather Dunigan (ext. 118).

Sincerely,



Tigist Zegeye
Executive Director

Enclosures (3)

Cc: Mike Strange, DelDOT
Pamela Lowe, DelDOT
Earle Timpson, DelDOT
Brett Taylor, DelDOT
Karen Brittingham, DelDOT
WILMAPCO Council
Heather Dunigan, WILMAPCO

Project Prioritization
FY 2014-2017 Transportation Improvement Program

1		Goals												
2		Improve Quality of Life			Transport People				Support Economic Activity & Growth			Technical Score	FY14	
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match		COUNCIL RANK	
	PROJECT													
4	PROJECTS IN FY 2012-2015 TIP													
5	Arterial													
6	SR 2: S. Union Street	0	3	0	2	2	3	1	0	3	0	14	1	
7	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	1	0	0	1	0	1	0	1	3	0	7	2	
8	SR 2, Elkton Rd., Maryland State Line to Casho Mill Rd.	1	0	0	2	2	0	0	0	3	0	8	3	
9	US 40: US 40/SR 896 Grade Separated Intersection	0	0	4	0	0	0	0	4	3	0	11	4	
10	SR 9: 3rd St. to Heald	0	3	0	0	0	0	1	0	3	0	7	4	
11	US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	1	1	1	0	0	0	1	0	3	0	7	4	
12	City of New Castle: SR 9/Delaware St./Harmony St.	0	0	0	1	0	2	0	0	3	0	6	5	
13	City of New Castle: SR9/6th St/3rd St.	0	0	0	1	0	2	0	0	3	0	6	5	
14	US 40: Eden Square Connector	0	0	2	0	0	0	0	0	3	0	5	6	
15	SR 9, River Rd. Area, Dobbinsville	0	0	0	0	0	0	0	0	3	0	3	7	
16	Bridge													
17	Tyler McConnell Bridge, SR141: Montchanin Rd. to Alapocas Rd.	1	0	0	1	2	0	0	2	3	0	9	1	
18	Collectors													
19	Wilmington Riverfront: Christina River Bridge	0	3	1	1	0	2	1	0	3	0	11	1	
20	Garasches Lane	1	3	0	0	0	0	1	0	3	0	8	2	
21	SR 72: SR 71 - McCoy Rd	1	0	0	0	0	0	0	0	1	1	3	3	
22	Possum Park Rd. at Old Possum Park Rd.	0	0	0	0	0	0	0	0	1	0	1	4	
23	Expressways													
24	I-95 & SR 141 Interchange	0	0	2	2	4	3	0	4	1	0	16	1	
25	I-295 Westbound: US 13 - I-95	0	1	2	0	0	0	1	4	3	0	11	2	
26	US 301: MD Line - SR 1, and Spur	0	0	1	2	2	0	0	3	1	0	9	3	
27	I-295 Improvements: Bridges	0	-1	2	0	0	0	0	4	3	0	8	4	
28	SR 1, Tybouts Corner to SR 273	-3	0	1	1	4	0	0	2	3	0	8	4	
29	Road A /SR 7	-3	0	1	2	0	1	0	0	3	0	4	5	
30	Local													
31	Southern New Castle County Improvements: N412A: Hyetts Corner - Lorewood	1	0	2	0	0	0	0	0	0	3	6	1	
32	Southern New Castle County Improvements: Jamison Corner Rd. Relocated at Boyd's	1	0	2	0	0	0	0	0	1	3	7	2	
33	Southern New Castle County Improvements: Lorewood Grove Rd.: N412A - SR 1	1	0	0	0	0	0	0	0	1	2	4	3	
34	Southern New Castle County Improvements: Cedar Lane Rd.: Marl Pit - Boyd's Corner	1	0	0	0	0	0	0	0	1	3	5	4	
35	Westtown: Wiggins Mill Rd., Green Giant Rd. to St Annes Church Rd.	0	0	0	0	0	0	0	0	1	4	5	4	
36	Southern New Castle County Improvements: Boyd's Corner Rd.: Cedar Ln - US 13	0	0	0	1	2	0	0	1	1	3	8	5	
37	Other													
38	Aeronautics, New Castle County Airport Terminal Improvements	0	0	2	0	0	0	0	0	1	0	3	1	
39	Mid County DMV	1	0	0	0	0	0	0	0	1	0	2	2	
40	Pedestrian/Bicycle													
41	New Castle Industrial Track: s. of Christina River - Riverwalk	3	0	1	0	0	0	1	2	3	0	10	1	
42	Bicycle, Pedestrian: Washington St., New Castle: Basin Rd. to SR 9	1	0	0	0	0	0	0	0	3	0	4	2	
43	Grubb Road Pedestrian Improvements: Foulk Rd. to Naamans Rd.	1	0	0	0	0	0	0	0	3	0	4	2	
44	C & D Canal Trail	1	0	0	0	0	0	0	0	0	0	1	3	
45	Transit													
46	Rail: Newark to Wilmington Track Expansion	3	3	2	2	4	3	3	4	3	0	27	1	
47	Transit Vehicle Expansion: SR 141	3	3	1	1	2	0	3	2	3	0	18	2	
48	Transit Vehicle Replacement and Refurbishment, New Castle County	1	3	1	2	2	3	3	0	3	0	18	2	
49	Wilmington DART Bus Hub	1	3	2	2	2	2	0	1	3	2	18	2	
50	Transit Vehicle Expansion, NCC	3	1	1	1	2	1	3	0	3	0	15	3	
51	Claymont Train Station	1	0	0	0	0	0	3	3	3	0	10	4	
52	Rail Improvements: Fairplay Station Parking	0	0	2	2	0	3	0	0	3	0	10	4	
53	Rail: Newark Regional Transit Center (Newark Train Station)	1	0	0	2	0	1	3	0	3	0	10	4	
54	Transit Vehicle Expansion: Paratransit	0	0	0	0	0	0	3	0	3	0	6	5	
55	Rideshare Program, statewide	1	0	0	0	0	0	0	0	3	0	4	6	

Project Prioritization
FY 2014-2017 Transportation Improvement Program

2	PROJECT	Improve Quality of Life			Transport People				Support Economic Activity & Growth			Technical Score	FY14 COUNCIL RANK	
3		Air Quality	Environmental Justice	Safety	CMS Corridor	CMS ADT	CMS Transit	Transportation Justice	Freight	Economic Development	Funding Match			
56	NOT IN FY 2012-2015 TIP													
57	Arterial													
58	SR 2, Kirkwood Highway and Red Mill Rd. Intersection	1	3	1	2	3	3	0	1	3	0	17	1	
59	SR 141, US 13 to Burnside Blvd.	0	0	2	1	4	1	1	4	3	0	16	2	
60	Wilmington Initiatives: Walnut "Sweep Improvement"	0	3	2	2	2	3	0	0	3	0	15	3	
61	Churchmans: SR4/SR7 JP Morgan	0	0	2	1	4	2	0	2	3	0	14	4	
62	Churchmans: SR2/Harmony Rd.	0	0	1	2	2	3	0	1	3	0	12	5	
63	US 40: SR 1 to SR 72 Widening	0	-1	2	1	3	2	0	2	3	0	12	5	
64	Churchmans: Churchmans Rd. Extension	0	0	2	1	2	1	0	2	3	0	11	6	
65	US 13: SR 71, Tybouts Corner to US 40	0	1	2	1	3	0	0	1	3	0	11	6	
66	SR 4, Christina Parkway: SR 2 to SR896	0	0	0	2	2	1	0	2	3	0	10	7	
67	Churchmans: SR 273/Chapman Rd.	0	1	0	1	0	1	0	3	3	0	9	8	
68	Wilmington Initiatives: Market St.- 11th St. to 16th St.	1	3	0	1	0	0	0	0	3	0	8	9	
69	Churchmans: SR4/Harmony Rd.	0	0	2	0	0	0	0	2	3	0	7	10	
70	City of New Castle: SR 9	0	0	0	1	0	2	0	0	3	0	6	11	
71	US 13, Odessa Transportation Plan Implementation	1	0	0	0	0	0	0	0	3	0	4	12	
72	Newtown Road: SR896 to SR 72	0	0	0	0	0	0	0	0	3	0	3	13	
73	SR 7, Limestone Rd N. of Valley Rd. to PA Line, Dualization	-3	0	0	1	0	0	0	0	3	0	1	14	
74	Collectors													
75	Wilmington Traffic Calming: 4th St: Walnut to I-95	1	3	4	2	0	3	3	0	3	0	19	1	
76	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	3	0	2	2	3	0	4	3	0	18	2	
77	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	0	3	0	2	2	1	3	4	3	0	18	2	
78	Wilmington Traffic Calming: 12th St. Connector	0	1	0	0	0	0	3	0	3	0	7	3	
79	Brackenville Road Slope Stabilization	0	0	2	0	0	0	0	0	1	0	3	4	
80	Expressways													
81	I-95: SR 896 Interchange	0	0	2	1	3	3	0	4	3	0	16	1	
82	I:95: Riverfront Interchange	0	-3	2	2	4	3	0	4	3	0	15	2	
83	Local													
84	Wilmington Riverfront: West St. Connector Extension	0	1	0	0	0	0	3	0	3	0	7	1	
85	Wilmington Initiatives: Tatnall St. Connector	0	1	0	0	0	0	3	0	3	0	7	1	
86	Wilmington Initiatives: Shipley Street	1	3	0	0	0	0	0	0	3	0	7	1	
87	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	0	0	0	0	0	0	0	3	0	3	2	
88	Reybold Road Extended: SR 72 to Salem Church Rd.	0	0	0	0	0	0	0	0	3	0	3	2	
89	Pedestrian/Bicycle													
90	Wilmington Initiatives: Bicycle Improvements	1	3	2	2	2	3	3	0	3	0	19	1	
91	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	3	1	2	1	1	1	2	3	0	15	2	
92	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements	3	1	2	0	0	0	1	4	3	0	14	3	
93	US 40: Salem Church Rd to SR 1 Sidepath	1	1	2	1	3	2	0	0	3	0	13	4	
94	US 301 Multiuse Pathway	3	0	1	2	2	0	0	3	1	0	12	5	
95	Bicycle, pedestrian and other improvements, statewide	1	3	1	0	0	0	3	0	3	0	11	6	
96	Churchmans: Red Mill Rd. Sidewalks	1	3	0	2	2	0	0	0	3	0	11	6	
97	US 40 Plan: US 40 Sidepaths (SR 72-SR 1, SR 896-SR 72)	3	1	2	0	0	0	0	2	3	0	11	6	
98	US 40: SR 72 to Salem Church Sidepath	1	1	2	1	2	1	0	0	3	0	11	6	
99	DuPont Road Pedestrian Facilities	3	3	0	0	0	0	0	0	3	0	9	7	
100	Wilmington Initiatives: Water Street Walkway	1	1	0	0	0	0	3	0	3	0	8	8	
101	Bicycle, Pedestrian: Marsh Rd.	1	0	0	2	0	0	0	0	3	0	6	9	
102	Bicycle, Pedestrian: Foulk Rd.	1	0	1	0	0	0	0	0	3	0	5	10	
103	US 40: Newtown Trail & Pedestrian Improvements	1	1	0	0	0	0	0	0	3	0	5	10	
104	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	0	0	0	0	0	0	0	3	0	4	11	
105	Transit													
106	Rail: Middletown to Newark Passenger Rail	3	1	2	2	2	2	0	0	3	0	15	1	
107	Transit bus stop improvements - NCC	3	3	1	0	0	0	3	2	3	0	15	1	
108	Statewide CAD/AVL	3	3	0	0	0	0	3	0	3	0	12	2	
109	US 40: Transit improvements	1	3	0	1	2	2	0	0	3	0	12	2	
110	Rail preservation: NCC Historic Red Clay	0	0	0	0	0	0	0	0	1	0	1	3	
111	NEW PROJECT SUBMISSIONS													
112	Murphy Marine Truck Replacement, CMAQ	1	3	0	0	0	0	0	3	3	2	12	1	
113	Boyd's Corner Park and Ride Expansion	1	0	0	1	2	0	0	0	1	0	5	2	

Newly prioritized project

ID	Project	TIP Page	Notes	Cost FY12-15	Project Type	Qualitative Index*				Overall Prioritization**		
						VMT	Cost	Life	Total	AQ	Final Tech	FY 12 Rank
1.)	Murphy Marine Truck Replacement	-		-	Diesel	0	3	6	9			
2.)	Rail: Newark to Wilmington Track Expansion	2-68		\$ 42,849,000	Transit	6	0	6	12	3	27	1
3.)	Transit Vehicle Expansion, NCC	2-73	Fixed-route only	\$ 1,040,100	Transit	6	3	3	12	3	15	5
4.)	Rail: Newark Regional Transit Center	2-68		\$ 17,398,900	Transit	3	0	6	9	1	9	6
5.)	Wilmington DART Bus Hub	2-80		\$ 28,450,000	Transit	0	0	6	6	1	18	2
6.)	Transit Vehicle Replacement and Refurbishment	2-33		\$ 72,924,500	Transit	0	0	3	3	1	18	2
7.)	Rideshare Program, statewide	1-24		\$ 3,600,000	Shared Ride	3	0	6	9	1	4	
8.)	Mid County DMV	-	More lanes	\$ 2,000,000	I/M	0	3		3			
9.)	US 40: US 40/SR 72 Intersection, including Del Laws Rd. (multimodal)	2-58	ROW only	\$ 40,000	Traffic Flow	3	0	6	9	1	6	8
10.)	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)	2-52		\$ -	Traffic Flow	3	0	6	9	1	8	3
11.)	New Castle Industrial Track: S of Christina River - Riverwalk	2-66	PE only	\$ 600,000	Ped/Bike	6	6	6	18	3	10	1
12.)	C & D Canal Trail	2-35		\$ 1,308,900	Ped/Bike	3	3	6	12	1	1	15
13.)	Washington Street, New Castle: Basin Rd. to SR 9	2-39		\$ 6,726,000	Ped/Bike	3	0	6	9	1	4	1
14.)	Grubb Road Ped. Improvements: Foulk Rd. to Naamans Rd.	2-42		\$ 2,300,000	Ped/Bike	3	0	6	9	1	4	3

** WILMAPCO's overall project prioritization process (for informational purposes)

Interim CMAQ Project Prioritization Process - Methodology

- Rank projects by type, based on emissions reporting within FHWA's National CMAQ database and federal guidance. Priority by type is: 1. Diesel Retrofits and Replacements, 2. Transit, 3. Shared Ride, 4. I/M and other TCMS, 5. Traffic Flow, 6. Pedestrian/Bicycle
- Within project types, sort by quantitative emission benefits for diesel projects and qualitative benefits for others. Quantitative benefits can be determined from EPA calculators. An index determining the qualitative benefit follows.

*Qualitative Index

Reduce VMT - negligible (0); moderate (3); significant (6)
Cost - >2 million (0); \$500,000 - \$2 million (3); <\$500,000 (6)
Life expectancy - <5 years (0); 5-10 years (3); >10 years (6)

**Nonmotorized Transportation Working Group
Bicycle Pedestrian Recommendation for WILMAPCO FY 2014-17 TIP**

- 1. Restore Bicycle, Pedestrian and Other Improvements funding to the Statewide element of the TIP** (previous funding is shown as follows. It is recommended that funding for this statewide program as well as recommended projects within the New Castle County and Cecil County elements of the TIP equal two percent of total funds available. All pedestrian and bicycle projects currently containing partial funding within TIP are also considered priorities that should show construction funding within the four year program or its outyears.

Removed from FY 2006-8 TIP amended version

Bicycle, Pedestrian and Other Improvements (Statewide Funding)

Project Description

Funding is requested for the design and construction of pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other non-motorized transportation projects. These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

	Capital Request Funding		
	State	Federal	Other
FY 2001	\$8,975,700	\$2,165,700	\$0
FY 2002	2,669,900	1,052,700	0
FY 2003	1,954,100	4,581,700	0
FY 2004	1,160,000	3,240,000	0
FY 2005	950,200	282,700	0
FY 2006	7,431,600	2,486,400	0
FY 2007	2,746,300	6,985,000	0
FY 2008	1,894,200	3,576,500	0
Total	\$27,782,000	\$26,470,700	\$0

2. US 40 Plan Priorities

Develop continuous sidepaths on both sides of Route 40 from the Maryland state line to Route 13. The work segments will be phased as follows:

- SR 72 to SR 1 - Phase I [2011 Pedestrian Priority Area score **medium-highest**]
- SR 896 to SR 72 - Phase II

Pedestrian Priority Areas

- 3. US 13: Memorial Drive to US 40 Pedestrian Safety Improvements** [2011 Ped. Priority Area score **medium-high**]
- 4. SR 48: N. DuPont Road to SR 141 Pedestrian Safety Improvements** [2011 Ped. Priority Area score **high-highest**]

Other

- 5. SR 3, Marsh Road/N 43, Washington Street Extension and SR 3, Marsh Road Pedestrian Improvements**
- 6. DuPont Road Pedestrian Facilities** [2011 Ped. Priority Area score **medium-high**]
Construct sidewalks on both east/west sides of Dupont Road and fill in the gaps in sidewalks from SR2 north to Boulevard Road in Elsmere. The current 210 feet of existing sidewalk needs to be replaced due to a severe slope that does not meet ADA standards. Pedestrians currently use both sides of Dupont Road on a regular basis, as noted by the dirt paths worn into both sides of the road. Much of the pedestrian activity is to reach transit stops just east and west of DuPont Road and SR2 (Kirkwood Highway) intersection.
- 7. Newark to Wilmington Pathway Feasibility Study** [2011 Ped. Priority Area score **medium-high**]
- 8. New Castle County Industrial Track Path connection to Wilmington Riverwalk**
[2011 Ped. Priority Area score **medium-high**]
- 9. Wilmington Bicycle Plan improvements** [2011 Ped. Priority Area score **high-highest**]
- 10. Newark Transportation Plan, Delaware Avenue Cycletrack** [2011 Ped. Priority Area score **high-highest**]



TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission/Amendment: 3/21/2012

Sponsoring Agency: Clean Air Council

Project Name: Jockey Truck Replacement Project

Project Category: Truck Replacement

Project Description: This project will replace up to 18 jockey trucks that stevedore companies at the Port of Wilmington use to move freight trailers around the marine terminal with newer vehicles. The older trucks have a model year of 2002 or older and the replacement trucks will have a model year of 2012. This project will help to reduce diesel emissions at the port.

Project Justification: Replacing these trucks will reduce diesel emissions at the port. These emissions benefits include a 54.4% annual reduction in NOx (6.05 tons/year), a 69.6% reduction in PM 2.5 (or .6 tons/year), 64.5% reduction in HC (.47 tons/year), and a 91.2% reduction in CO (2.71 tons/year). As these trucks only operate at the port, the emissions reductions will entirely benefit the communities that surround the port. As of 2009, there are 7,592 individuals that live within a 1.5 mile radius of the Port of Wilmington.¹

Finally, truck replacements are a better project than truck retrofits for two reasons: newer trucks are safer and more fuel efficient (with better emissions).

Funding: Federal 51% State Local Total

Funding	Phase	Current	FY 2014	FY 2015	FY 2016	FY 2017	Total
49% Private	C		\$146,250	\$146,250	\$146,250	\$146,250	\$585,000
51% CMAQ	C		\$153,562.5	\$153,562.5	\$153,562.5	\$153,562.5	\$614,250
Total			\$299,812.5	\$299,812.5	\$299,812.5	\$299,812.5	\$1,199,250

¹ The Reinvestment Fund Policy Map. "Community Profile Report of Radius around Address: 1.5 mile radius around 1 Hausel Road, Wilmington, DE 19801."

Fact Sheet

Clean Air Council/Murphy Marine Truck Replacement Project

About Murphy Marine

Murphy Marine is a stevedore company that operates out of the Port of Wilmington. It has been in operation for over 25 years. The cargo and customer base of Marine Murphy includes Chiquita and Dole. Currently, Marine Murphy moves over 138,000 freight trailers per year within the port's marine terminal.

Jockey Trucks

- The role of jockey trucks is to move freight trailers (40 foot long containers) in and around the port's marine terminal.
 - o This includes: Moving the freight trailers to the holding yard, inspection platform, and/or warehouses
- The jockey trucks are designed with a hydraulic 5th wheel, which eliminates the need for the driver to roll up the landing legs on the trailer. This feature increases the amount of trailers that can be moved. Thus, each driver can handle up to 10 freight trailers per hour.
- Trucks all have diesel engines

Truck Replacement Project

- Current trucks have a Model Year of 2002
- Replacement trucks have a Model Year of 2012
- Murphy Marine wants to replace 18 trucks
- The replacement will occur in groups of 4-6 trucks over the next 3-4 years
- Each new truck costs approximately \$65,000
- Murphy Marine is comfortable paying the 20% match for CMAQ projects

Emissions Reductions for Replacing 18 Jockey Trucks

Annual	Nox (short tons/year)	PM2.5 (short tons/year)	HC (short tons/year)	CO (short tons/year)	CO2 (short tons/year)
Baseline of Entire Fleet	11.1376	0.8579	0.7358	2.9714	310.8
Percent Reduced (%)	54.40%	69.60%	64.50%	91.20%	0%
Amount Reduced Per Year	6.0541	0.5969	0.4748	2.7105	0
Daily	Nox (kg/day)	PM2.5 (kg/day)	HC (kg/day)	CO (kg/day)	CO2 (kg/day)
Kilograms Reduced Per Day	15.0471	1.4835	1.1801	6.7367	0

Emissions reductions calculated using the EPA's Diesel Emissions Quantifier

ATTN:
MR.
DAVE BEACH

SALES ORDER ACKNOWLEDGMENT

February 2, 2012
Add
Price

REVISION No.; 3 Sold Stock Unit.
Options and Change

CAPACITY SERIAL NO.: 4LMBB211X2L013053 SPEC - 200

One (1) 2002 TJ5000 "TRAILER JOCKEY" Terminal Tractor equipped as follows:

ENGINE: Cummins 6B 5.9C Elite @ 173 HP (Engine Block Heater Included)

TRANSMISSION: Allison MT643, 4-Speed Automatic, Block 4th Gear

FRONT AXLE: Eaton E1320I, 12,000 lb. Capacity, Automatic Slack Adjusters

STEERING: Full Hydrostatic Power w/ Double Acting Cylinder

REAR AXLE: Eaton 23082P, 9.08:1 Ratio, Double Reduction, 30,000 lb Terminal Rating, Automatic Slack Adjuster

SUSPENSION: Rigid

WHEELBASE: 116", 82" Between Cab and Center 5th Wheel In Up Position

FIFTH WHEEL: Holland Hitch, FW35 - 70,000 lb. Capacity

LIFT CYLINDERS: 5" Diameter, 70,000 lb. Lift Capacity, 16" Lift Height

TIRES & WHEELS: 11 x 22.5 - 16 PR Highway Tread - Front
11 x 22.5 - 16 PR Highway Tread - Rear

EXHAUST: Vertical, w/Exhaust Heat Shield

PAINT: Cab-White; Frame-Black; Bumper-Black; Wheels-White

Stock Unit - Wallace International

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Capacity Serial No.: 13053

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CAB STANDARD FEATURES:

Vista IIE 60" Extended Height Comfort Cab; Electric Cab Tilt; Back-up Alarm; Improved Driver Ergonomics; Enlarged Viewing Area; Tinted Glass; Level Sweep-out Floor; Back Lit Instrumentation; Vista IIE Metal Dash, w/Printed Circuit Board; Insulated Firewall Covering; National Cushlon Air Driver's Seat on Center; Seat Belt; 50,000 BTU Fresh Air Heater; Overhead Glove Compartment.

FRAME STANDARD FEATURES:

ASTM A36, 12" X 3" @ 25 lbs./ft. Preformed Structural Steel Side Rails, Reinforced to 35.2 lbs./ft. Total RBM - 4,248,960 in-lbs. 50 degree Taper Curb Side Deck and Bumper; Tow Hooks Front; 18" Double Reinforced Front Bumper; 50 Gallon Rectangular Fuel Tank; two (2) Group 31, 600 CCA Maintenance Free Batteries.

ADDITIONAL STANDARD ITEMS:

Dedicated Cab Platform - 11" Formed Steelface, Full 6" Deep Reinforced Floor

Complete In-House Cab Construction

High Strength Frame/RBM - 4,248,960 in Lbs. - All Capacity Trailer Jockey's are built with the same heavy duty style frame/

Split Brake System w/three (3) Tank Air Reservoir (on all Capacity Units)

16 Ply Tires

Automatic Slack Adjusters

Electric Windshield Wipers

Door Locks

50 Gallon Left Hand Step Tank

Windshield Header Mounted Glove Box

Recessed Rear Stop Lights & Back-up Light

Five (5) Top of Cab Clearance Lights

Air Intake Mounted Restriction Gauge

50,000m BTU Heater/Defroster

Rear Frame Rail Extension for Easier Entry to Low Trailers & Less Transmission Strain

15 CFM Air Compressor

Gauge Package: Volt Meter, Oil Pressure, Water Temperature, Fuel Level, Air Pressure, Hour Meter,

Controls: Dual Brake Pedal, Fifth Wheel Elevation, Fifth Wheel Latch & Release, Parking Brake, Trailer Brake Charge, Electric Horn, Heater Defroster Switch, Key Type Ignition with Anti-Restart Feature, Headlight-Tailight & Marker Light Switch, Hazard & Dimmer Switch, Fifth Wheel Deck Light Switch

Warning Devices: High Beam Headlight Indicator, Turn Signal-Hazard Flasher, Low Fuel and Low Air Pressure Light & Buzzer, Light & Buzzer for Engine Oil Pressure

Stock Unit - Wallace International

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ADDITIONAL ITEMS INCLUDED IN PRICE

Vista IIE 66" Cab	
116" Wheelbase	
Cummins 6BTA 173hp Industrial Turbo Diesel	
4-Point Air Ride Cab	(3)
8" Convex Mirrors	(3)
Amber Strobe Light	(3)
Bendix AD-9 Air Dryer (Heated)	(3)
Cab Fan	(3)
Cab Guards	(3)
Exhaust Heat Shield	(3)



2007

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TJ5000 OFF HIGHWAY

Offering 81,000 lbs. GCW
and gradeability of 81,000 lbs. at 22% grade.

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Durable and functional, this off highway model is ideal for warehouse and distribution applications where over-the-road use isn't required.

Best in Class Warranty

Multiple engine options

Comes standard with Capacity Fuel Saver Technology

Exclusive Dura Ride® rear suspension (optional)

Improved driver ergonomics



Image Gallery

[Standard Features](#)[Cab](#)[Frame](#)[Downloadable Files](#)



Tandem TJ6500 DOT 125,000# GCW

Used in a variety of applications, this is another "work horse" of the Capacity family.

Dedicated cab platform with complete in-house cab construction

High strength frame, RBM 4,248,960 in. lbs.

Durable metal dash with Power Distribution Center (PDC), multiplexer module and weather box, enclosed vehicle electrical center (LED diagnostics)

Optional 54", 60", 66" and 72" tall cabs



Some items shown represent optional equipment

The Trailer Jockey People
CUSTOMER FOCUSED • QUALITY DRIVEN

Standard Features

Engine	Cummins ISB07-220 HP, EPA Highway Turbo Diesel
Transmission	Allison RDS3500 Electronic Automatic
Front Axle	Dana E1322I, 13,200 lb.
Rear Axle	Dana DSH-44, 7.17:1, 44,000 lb. Tandem
Wheelbase	140"
Fifth Wheel	Holland FW35, 70,000 lb.
Lift Cylinders	5", 70,000 lb. Hydraulic
Tires	11 X 22.5 16 Ply
Exhaust	Vertical with Muffler Protection System
Paint	Cab White, Frame Black, Rims White

Cab Features

VISTA II 60E, Comfort Cab
 Electric Cab Tilt
 Seat Belt
 Electronic Back-up Alarm
 Tinted Glass
 Level Sweep-out Cab
 Gauges: Air, Fuel, Hour, Volt, Temp, and Oil
 Back-lit Instrumentation w/DOT Icons
 High Strength Metal Dash
 Insulated Firewall Covering (engine side)
 45,000 BTU Heater/Defroster/Fresh Air
 Overhead Storage Compartment
 Full DOT Marker Lights on Cab and Mirror Post
 Overhead Reading Lamp
 Pop Open Vent (front quarter panel)
 Electric Windshield Wiper
 Engine Datalink Controlled Instruments
 Radiator Sight Glass

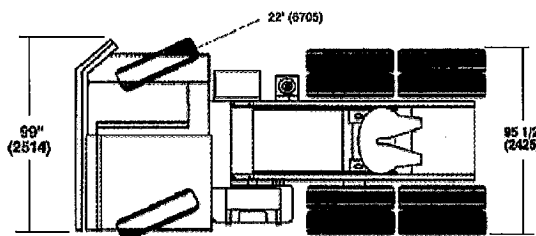
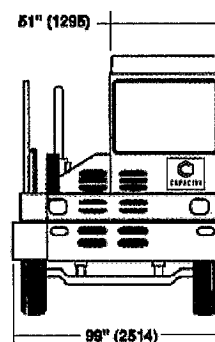
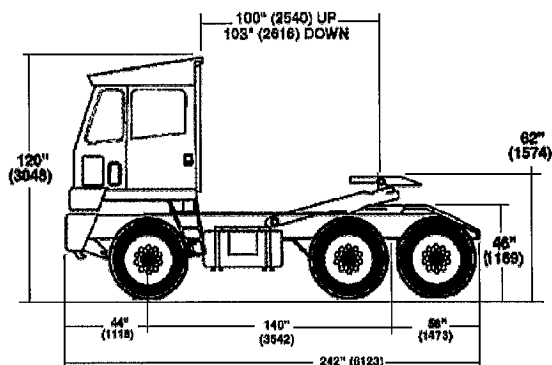
Highway Package

ABS Brakes (vehicle speed over 33 MPH)
 Automatic Traction Control
 Sun Visor
 Speedometer
 Windshield Washer
 Trailer Electric Cable
 Sheppard M-100 Power Steering
 Automatic Slack Adjusters
 Rear Mud Flaps
 Rear License Plate Bracket and Light
 Reflective Conspicuity Tape
 Instrument Panel Illumination Control
 Daytime Running Lights

Frame Features

ASTM A529, 12" X 3" Preformed Structural Steel
 RBM 4,248,960 in. lbs.
 50 Degree Tapered Bumper and Deck
 50 Gallon Rectangular Fuel Tank
 Front Tow Hooks
 (2) G31, 700CCA Low Maintenance Batteries
 Full Compliance FMVSS121 Brake System
 All Steps, Handrails & Grating - Safety Yellow

TJ6500 DOT



Some items shown represent optional equipment. Due to ongoing engineering improvements, Capacity reserves the right to make changes without notification. Capacity is a subsidiary of Collins Industries, Inc.

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