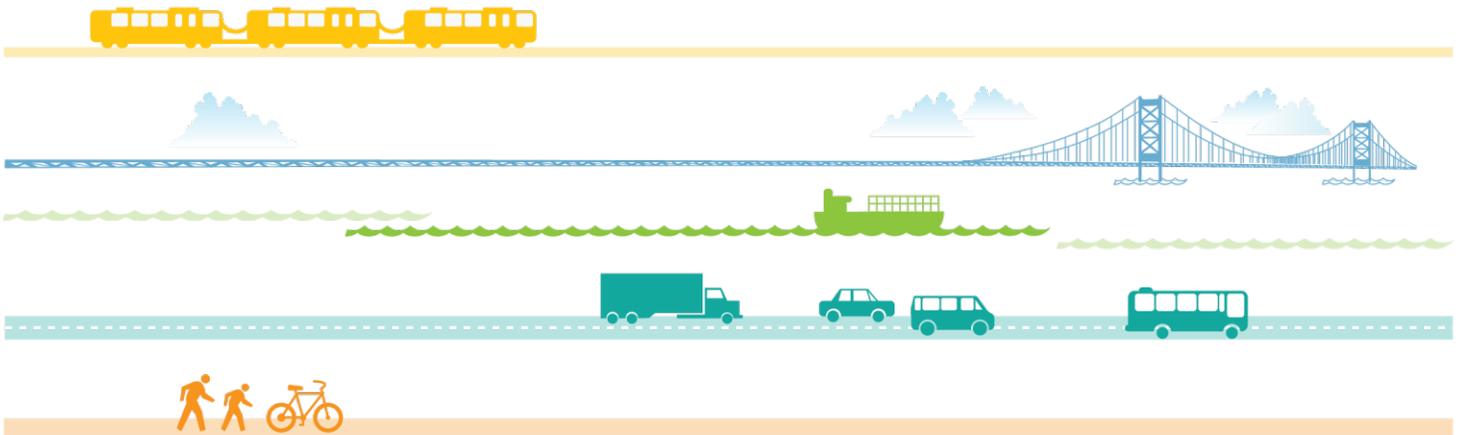


HIGHWAY PROJECTS FOR THE FY2015 TIP



Final Version Modified After July 2014 Adoption

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

Return

LIMITS US 202 to Park Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:119

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC: 16

AQ Code:2035M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: HNTB/NV

CMP: Major SOV Capacity

Adding Subcorr(s): 8G, 12B

Provide a two lane extension of Bristol Road (approximately 2000 ft.) from US 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection. Project involves relocation of SEPTA siding track, a bridge across the wetlands, widen the intersection at Bristol road and US 202 to provide right and left turning lanes, provide maintenance of traffic during construction, redesign traffic signals and rail road crossing gates at US 202 and Bristol road extension and coordinate with SEPTA.

SAFETEA DEMO #500, PA ID# 334 - \$1.6 Million. SAFETEA DEMO #4775, PA ID# 585 - \$400,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	SXF						800							
FD	581						285							
ROW	TOLL													
ROW	SXF								400					
ROW	STP								405					
ROW	581								503					
UTL	581									7,790				
CON	581											13,223		
		0	0	0	0	0	1,085	0	1,308	7,790	0	13,223	0	
		Total FY2015-2018				0	Total FY2019-2022				Total FY2023-2026		21,013	

MPMS# 12931 *Worthington Mill Rd Br (Bridge)*

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 10/13/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community; Rural Area

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over the Neshaminy Creek on Worthington Mill Road between Swamp Road and Twining Bridge Road in Northampton and Wrightstown Townships. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185	955												
ROW	STP		175											
ROW	185		44											
UTL	185		219											
CON	STP					4,299								
CON	185					1,075								
		955	438	0	0	5,374	0	0	0	0	0	0	0	
		Total FY2015-2018				1,393	Total FY2019-2022				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12965 *Lawn Avenue SR:4033*

Return

LIMITS Maple Avenue to Farmers Lane

Est Let Date: 1/23/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLANNING AREA: Developed Community; Rural Area

IPD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

Reconstruct roadway, curbs, sidewalks, and walls. Construct new sidewalk and curbs in areas currently without them. Perform a minor relocation of one horizontal curve. Install new drainage facilities as required. Relocate affected water and sanitary sewer lines as required. A portion of the roadway from Noble St to Maple Ave is proposed to be turned back to the borough upon completion of the project. Upon completion of the project sidewalk will be in place from Grandview Hospital to the borough center.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	TOLL														
FD	STU								456						
ROW	TOLL														
ROW	STU										462				
UTL	TOLL														
UTL	STU										1,777				
CON	581											15,897			
		0	0	0	0	0	0	0	456	0	2,239	15,897	0		
		Total FY2015-2018				0	Total FY2019-2022				456	Total FY2023-2026			18,136

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13014 *Clay Ridge Road Bridge Over Beaver Creek (CB #30)*

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Reconstruction of a 1909 reinforced concrete arch bridge located in Tincum Township. The bridge is 25 feet long and is identified as County Bridge #30.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	STP	270													
ROW	BOF		50												
ROW	183		9												
ROW	LOC		3												
UTL	BOF			45											
UTL	183			8											
UTL	LOC			3											
CON	BOF					2,006									
CON	183					376									
CON	LOC					125									
		270	62	56	0	2,507	0	0	0	0	0	0	0		
		Total FY2015-2018			388	Total FY2019-2022				2,507	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13240 *Old Bethlehem Road Bridge Over Kimples Creek SR:4101*

LIMITS Over Kimples Creek

Est Let Date: 6/18/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services, a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands. The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026												
FD	185	3,588																							
CON	STU			2,165																					
CON	185			592																					
CON	STU					811																			
CON	185					152																			
		3,588	0	2,757	0	963	0	0	0	0	0	0	0												
		Total FY2015-2018				6,345				Total FY2019-2022				963				Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13248 *Walnut Street Bridge Over Perkiomen Creek (CB #13) SR:7009*

LIMITS Over Perkiomen Creek

Est Let Date: 3/8/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Perkasio Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

This project involves rehabilitating or replacing bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project. The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	BOF				4,081								
CON	183				765								
CON	LOC				255								
		0	0	0	5,101	0	0	0	0	0	0	0	0
		Total FY2015-2018			5,101	Total FY2019-2022			0	Total FY2023-2026			0

MPMS# 13249 *Stone Bridge Road (Bridge) SR:7009*

LIMITS Over Deep Run

Est Let Date: 6/16/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bedminster Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183		1,285										
CON	LOC		328										
		0	1,613	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			1,613	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13296 Rickert Road Bridge Over Morris Run Creek (CB #21) SR:7009

LIMITS Over Morris Run Creek

Est Let Date: 8/31/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing two lane bridge without shoulders with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	183	47													
ROW	LOC	12													
CON	STU			811											
CON	183			152											
CON	LOC			50											
		59	0	1,013	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,072	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13347 **I-95, PA Turnpike Interchange (TPK)- STAGE 1 SR:0095**

LIMITS Exit 28 to 29 and parts of I-95

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

FC: 11

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: AECOM/M. Girman

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative. All Stage 1 project funding not covered by Contracts D10 (MPMS 95439) and D20 (MPMS 95444) is included below based on the latest program schedule.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway Road, Richlieu Road and Bristol-Oxford Valley Roads over the Turnpike and Ford Road over I-95. Additional Stage 1 completed work includes the PA Turnpike's Northwest Quadrant Wetland Mitigation Site, the Plumbridge Greenway Stream Mitigation Site, and the advanced Intelligent Transportation System deployment. Current and remaining Stage 1 work includes construction of the new mainline toll plaza between Richlieu and Galloway Roads. The toll plaza will feature Express E-Zpass lanes which will allow motorists to pass through the plaza at highway speeds. Conventional toll booths will be provided in the outside lanes of the plaza for cash paying customers. This toll plaza phase will also include the construction of an All Electronic Toll (AET) tolling area at the Delaware River Bridge in the westbound direction and the removal of the Route 13 Interchange toll plaza. The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would be redesignated in PA and NJ. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction. Stage 1 will operate independently until future stages are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. Funding noted below provides for Stage 1 improvements only, and the remaining total estimated cost of Stage 1 (all phases) is \$370.35 million.

A future Stage 2 will include construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from two lanes in each direction to three lanes in each direction in addition to the associated reconstruction work on the Turnpike and I-95. A future Stage 3 will include a new parallel bridge over the Delaware River. Construction of Stages 2 and 3 is not anticipated to begin until 2020 or later. This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TPK	3,550											
FD	TPK		3,500										
FD	TPK			2,500									
ROW	TPK	1,000											
CON	TPK	20,000											
CON	TPK		22,000										
CON	TPK			30,000									
CON	TPK				20,000								
		24,550	25,500	32,500	20,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		102,550		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13377 *Main St over SEPTA (Bridge)*

LIMITS Sellersville Borough

Est Let Date: 12/14/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185	398													
FD	185		437												
ROW	185			225											
UTL	185			450											
CON	185				4,477										
CON	581				73										
CON	185						87								
		398	437	675	4,550	0	87	0	0	0	0	0	0		
		Total FY2015-2018			6,060	Total FY2019-2022				87	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13440 **Allentown Road and PA 663 Bridges (2) Over Licking Creek SR:0663**

LIMITS Over Licking Creek

Est Let Date: 7/30/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

Adding Subcorr(s): 14G

The project includes the replacement of 2 bridges: one carrying PA 663 over Unami Creek, and one carrying Allentown Road Bridge over Licking Creek. The replacement of the PA 663 Bridge over Unami Creek will be designed for sufficient width to accommodate staged traffic control during construction of the roadway widening. The structure will also be designed to be able to accommodate structural and hydraulic considerations for future widening to a five-lane section. This project also includes the widening of Allentown Road at the S.R. 0663 intersection to accommodate a two-lane section with a left turn lane on the southbound approach as well as the turning movement requirements for the WB-50 design vehicle with the minimum approach work possible. The northbound approach will be designed for a minimum two-lane section with the possibility of a left turn lane investigated; the replacement of the existing traffic signal equipment at the PA 663 intersection with Allentown Road and revisions to the traffic signal phasing and timing to improve operational inefficiencies, and the reconstruction of the existing pavement within the project limits.

All work on PA 663 and Allentown Road will be reduced in length from the original design to that which is necessary to meet required left turn lane and taper lengths and hydraulic considerations for the Unami Creek Bridge and Licking Creek Bridge. It is anticipated that approximately 2,420 feet of PA 663 and approximately 600 feet of Allentown Road will be reconstructed.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STU				762									
UTL	581	175												
CON	581	1,470												
CON	581		76											
CON	185		2,690											
CON	581			576										
CON	185			2,775										
CON	185					33								
		1,645	2,766	3,351	762	33	0	0	0	0	0	0	0	
		Total FY2015-2018			8,524	Total FY2019-2022				33	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13549 **US 1 (Bridges) Design (Section 03S) SR:0001**

LIMITS PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

Adding Subcorr(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the S.R. 8017 (Street Road), S.R. 8019 (PA Turnpike), S.R. 8055 (Neshaminy/Rockhill Drive), and S.R. 8067 (Pennel/Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of eight (8) bridges, rehabilitation of one (1) bridge, the removal of one (1) bridge, the construction of six (6) retaining walls and the potential construction of two (2) noise walls. The bridges to be replaced are those which carry S.R. 0001 over S.R. 0132 (Street Road) (1B), I-0276 (the PA Turnpike) (9B), the PA Turnpike (Ramps I and J) (2B), S.R. 2044 (Rockhill Drive) (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries S.R. 2025 (Bristol Road) over Route 1 (10B) and the bridge that carries West Interchange Road over S.R. 0001 (11B) are also to be replaced. The bridge that is to be removed (3B) currently carries S.R. 0001 (Route 1) over a closed private access road. The rehabilitated bridge carries S.R. 0001 over Highland Ave. (S.R. 2008).

See MPMS 93444, 93445, and 93446 for the construction sections.

The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company, the Roosevelt Cemetery and the Railroad.

Project CMP (Congestion Management Process) commitments are currently under development.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	4,244											
FD	581	1,061											
ROW	581		777										
ROW	581			4,101									
ROW	581				2,041								
ROW	581					6,419							
ROW	581						4,000						
ROW	581							4,000					
UTL	581				4,869								
		5,305	777	4,101	6,910	6,419	4,000	4,000	0	0	0	0	0
		Total FY2015-2018			17,093	Total FY2019-2022			14,419	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13606 *Hulmeville Avenue Bridge Over Conrail SR:2047*

LIMITS Over Conrail

Est Let Date: 4/7/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/EE/M. Holva

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

The project consists of the replacement of the existing Hulmeville Avenue bridge. The bridge carries two lanes of traffic over three tracks of the former Reading Railroad that is now operated by CSX. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The existing span arrangement will be maintained due to the location of the existing railroad facilities. It should be noted that this span arrangement may be revised during the detailed design phase due to discussions between CSX and SEPTA to provide four (4) tracks throughout the project area. An understanding between the parties is that any overhead bridge replacement must accommodate an additional track.

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls. The replaced bridge will consist of a three-span continuous prestressed concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access. There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge. Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	185	3,832											
CON	185		3,186										
CON	185				2,000								
		3,832	3,186	0	2,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		9,018		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13607 *Upper Ridge Road Bridge Over Unami Creek SR:4033*

LIMITS Over Unami Creek

Est Let Date: 6/23/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

FC: 7

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

This project involves removing and replacing the existing bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete- the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. The existing Upper Ridge Road (S.R. 4033) bridge is structurally deficient and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height cracks.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	STP	39												
FD	185	473												
CON	581				2,869									
		512	0	0	2,869	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,381	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 13609 *PA 313/US 202, East State Street to Mechanics Road Intersection Improvements SR:0202*

LIMITS PA 313/Swamp Road and US 202, East State Street to

Actl Let Date: 10/9/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Buckingham Township; Doylestown Borough; Doylestown Township

FC: 12; 14

AQ Code:R3

PLANNING AREA: Growing Suburb; Developed Community

IPD: 0

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

Adding Subcorr(s): 8G, 8H

Realign US 202 at E. State St. to a "T" intersection, extend the PA 313 left turn lanes at US 202, and widen US 202 from PA 313 to Mechanicsville Road to accommodate a center left turn lane at the US 202/PA 313 intersection. Add pedestrian and bicycle access.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	1,000												
CON	STU	2,340												
CON	581	4,993												
		8,333	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			8,333	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13635 *Oxford Valley Road/Lincoln Highway Intersection Improvements SR:2029*

LIMITS At US 1 and Bristol/Levittown Parkway No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Falls Township; Middletown Township FC: 16; 17 AQ Code:R1

PLANNING AREA: Developed Community IPD: 1

PROJECT MANAGER: **CMP:** Minor SOV Capacity Adding Subcorr(s): 4A, 5I

Intersection improvements, including the addition of turn lanes from Oxford Valley Road onto Route 1, and the realignment of Levittown Parkway.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU							5,942					
		0	0	0	0	0	0	5,942	0	0	0	0	0
Total FY2015-2018		0				Total FY2019-2022				5,942			
										Total FY2023-2026			
										0			

MPMS# 13716 *Headquarters Road Bridge Over Tincum Creek SR:1012*

LIMITS Over Tincum Creek Est Let Date: 6/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tincum Township FC: 8 AQ Code:S19

PLANNING AREA: Rural Area IPD: 0

PROJECT MANAGER: HNTB/N. Velaga **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Headquarters Road Bridge over Tincum Creek in Tincum Township, Bucks County. This bridge is structurally deficient, functionally obsolete, and currently closed to traffic due to its deteriorated condition. The bridge is a contributing resource to the Ridge Valley Rural Historic District which is listed in the National Register of Historic Places. A final alternative for bridge rehabilitation or replacement is determined upon completion of the review process required by the National Environmental Policy Act (NEPA) and its supporting regulations.

Currently, there is a stop condition at either end of the bridge due to its narrow width. Traffic has been reduced to one lane. The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tincum Creek. No utility conflicts are anticipated.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185		350										
FD	185		400										
CON	STU				2,727								
CON	185				682								
		0	750	3,409	0	0	0	0	0	0	0	0	0
Total FY2015-2018		4,159				Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13727 *Bristol Road Intersection Improvements SR:2025*

LIMITS PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 7/15/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: HNTB/J. Alfieri

CMP: Minor SOV Capacity

Adding Subcorr(s): 4A, 5I, 12A

This project consists of reconstruction and widening of Bristol Road (SR 2025, Section 001) to accommodate a center left-turn lane from Segment 0332 Offset 0643 north of Old Lincoln Highway to Segment 0372 Offset 1015 at the Pasqualone Boulevard intersection and the replacement of six (6) existing signals along Bristol Road.

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11 foot travel lanes, 11 foot center left-turn lane, and 2 foot shoulders. The proposed shoulder improvements will be full depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol road include: Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Bensalem Boulevard, Pasqualone Boulevard, and reconstruction is proposed for each signal including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance.

There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. There is currently no plan to provide additional pedestrian or bike features throughout the corridor. As a result of the improvements to SR 2025, impacts to properties include 40 proposed right-of-way takes, 20 slope easements, two drainage easements and two temporary construction easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township. The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. The entrance to the proposed development has been designed to line-up with Bensalem Boulevard to provide for a four legged intersection. Future traffic volumes were considered during the Preliminary Engineering of this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581													
CON	581				5,182									
CON	581					5,182								
		0	0	0	5,182	5,182	0	0	0	0	0	0	0	
		Total FY2015-2018			5,182	Total FY2019-2022			5,182	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13762 *West Maple Avenue Bridge Over Neshaminy Creek SR:0213*

LIMITS Over Neshaminy Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township **FC:** 16 AQ Code:S19

PLANNING AREA: Developed Community IPD:

PROJECT MANAGER: HNTB/N. Velaga **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 5I

The project involves replacing the bridge carrying West Maple Avenue (PA 213) over Neshaminy Creek. The purpose of this project is to maintain mobility in the project area. The existing bridge is structurally deficient due to corrosion in several components of the structure. The existing structure is a 3 span 299' reinforced concrete open spandrel stone arch bridge. It carries two 11' lanes of traffic with minimal shoulders.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	581		200													
		0	200	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		200			Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 17918 *I-95, Transit Improvements/FLEX (Cornwells Heights)*

LIMITS Cornwells Heights Shuttle Bus Operations No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various **FC:** AQ Code:M1

PLANNING AREA: IPD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 4B, 12A

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the R7 Cornwells Heights and adjacent PENNDOT Park and Ride lot. This service serves as a CMP (Congestion Management Process) commitment for I-95 reconstruction projects.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	STU	470														
CON	LOC	117														
CON	STP		494													
CON	LOC		123													
		587	617	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		1,204			Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 47392 **Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration SR:0013**

LIMITS PA 413 to Levittown Parkway

Actl Let Date: 10/4/2012

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Bristol Borough; Bristol Township; Tullytown Borough

FC: 12; 14

AQ Code:2017M

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A

Rehabilitation of US Route 13 from PA 413 to Levittown Parkway. Widening to accommodate a new median and new curb/sidewalk from PA 413 to PA Turnpike. Reduction from 6 to 4 lanes, addition of a new median and new curb/sidewalk from PA Turnpike to Levittown Parkway. Includes the addition of left turn lanes. Includes resurfacing and/or reconstruction of the pavement. There will be no alignment change. The existing conditions include 4 – 12' lanes, 10' shoulders and a 4' median from PA 413 to PA Turnpike, and 6 – 12' lanes, 8' shoulders and a 4' median from PA Turnpike to Levittown Parkway. The proposed conditions include 4 – 12' lanes, 8' shoulders/future parking lane, 18' median and 5' sidewalks on both sides. This project will coordinate with MPMS# 65922, 71159, and 77449. SAFETEA DEMO #71, PA ID #303-- \$4 Million. SAFETEA DEMO #4774, PA ID #584 - \$1 Million.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	2,000												
CON	TOLL													
CON	NHPP		3,331											
		2,000	3,331	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,331		Total FY2019-2022				0		Total FY2023-2026	
								0					0	

MPMS# 49315 **Portzer Road at Old Bethlehem Roundabout SR:6309**

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:118

MUNICIPALITIES: Milford Township; Richland Township

FC: 17

AQ Code:NRS

PLANNING AREA: Rural Area; Growing Suburb

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

Adding Subcorr(s): 14C

This project involves the construction of a roundabout at the intersection of Portzer Road (T-354) with SR 4063 (Old Bethlehem Pike). It will be able to accommodate tractor-trailers that head towards the Richland Marketplace (Quakertown's premier retail shopping center) and other shopping centers along Route 309.

SAFETEA DEMO # 3032, PA ID# 495 - \$1.6 MILLION

SAFETEA DEMO #4772, PA ID# 582 - \$1.6 MILLION

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	SXF		100											
FD	SXF				50									
ROW	SXF				75									
UTL	SXF				100									
CON	SXF					1,300								
		0	100	0	225	1,300	0	0	0	0	0	0	0	
		Total FY2015-2018			325		Total FY2019-2022				1,300		Total FY2023-2026	
													0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 50633 PA 263, Old York Road Concrete Rehabilitation and Overlay SR:0263

LIMITS Bristol Road to PA 413

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township **FC:** 14

AQ Code:2020M

PLANNING AREA: Growing Suburb; Developed Community

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity

Adding Subcorr(s): 8H, 12A

Reconstruction of PA Route 263 (York Road) for approximately 4 miles between Bristol Road (S.R. 2025) and Sugar Bottom Road (S.R. 2113). Widening to accommodate a continuous center turning lane, left turn lanes and right turn lanes. Includes complete reconstruction of the pavement. There will be no alignment changes. The existing conditions include 4 – 12' lanes, 8' shoulders and a 5' median. The proposed conditions include 4 – 12' lanes, 8' shoulders and an 11' continuous center turning lane. There are sections with sidewalks located within the project limits. No new bike or pedestrian facilities are proposed.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP	262												
UTL	581	66												
UTL	STU		590											
UTL	581		148											
		328	738	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,066		Total FY2019-2022				0		Total FY2023-2026	

MPMS# 50634 County Line Road Restoration (M04)(3R) SR:2038

LIMITS Kulp Road to PA 611

Est Let Date: 5/12/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Horsham Township; Warrington Township **FC:** 14

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul **CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 12B

This is a 3R project from Kulp Road to PA 611 and is approximately 2.8 miles in length. The existing roadway consists of two 10' lanes and intermittent shoulders that vary from 2' to 12'. The proposed roadway will consist of milling and overlay and widening to provide two 11' lanes and 5' shoulders. A left turn lane southbound at Titus Ave. will be added. Existing sidewalk and curb is intermittent and will remain/replaced in-kind. One bridge will be replaced and will match the roadway cross section. This project will be coordinated with MPMS #64779.

Typical components of a "3R" project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a "3R" project is to make improvements necessary to bring the road up to current standards.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	679												
FD	581	170												
CON	NHPP				2,788									
CON	581				1,947									
CON	NHPP					7,576								
CON	581					1,894								
		849	0	0	4,735	9,470	0	0	0	0	0	0	0	
		Total FY2015-2018			5,584		Total FY2019-2022				9,470		Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57619 **Route 313 Corridor Improvements SR:0313**

LIMITS Ferry Road to Broad Street

Est Let Date: 10/17/2019

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: SAN/VAG

CMP: Minor SOV Capacity

This project includes corridor improvements along PA 313 (Swamp Road). Project provides for intersection improvements (left turn lanes) at PA 313 and Ferry Road. A center left turn lane will be provided for the length of the project. Two bridges will be reconstructed.

SAFETEA DEMO #2662, PA ID# 466 - \$1.6 MILLION

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP	1,003											
FD	581	250											
ROW	SXF		612										
ROW	581		153										
UTL	581			563									
CON	SXF					1,792							
CON	STU					9,638							
CON	581					2,856							
		1,253	765	563	0	0	14,286	0	0	0	0	0	0
		Total FY2015-2018			2,581	Total FY2019-2022			14,286	Total FY2023-2026			0

MPMS# 57624 **Woodbourne Road/Lincoln Highway Intersection Improvements SR:2033**

LIMITS Terrace Road to First Street at Old Lincoln Highwa

Est Let Date: 12/21/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

FC: 14; 16

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

Adding Subcorr(s): 4A, 5I

The proposed roadway improvements will provide additional through lanes, right turn lanes, and left turn lanes along Woodbourne Road from Terrace Road to First Street. The improvements will include traffic signal modifications for the intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road. The improvements on Lincoln Highway and Old Lincoln Highway will include additional right turn lanes and lengthening of existing left turn lanes.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581			1,382									
CON	581				254								
CON	581					1,746							
		0	0	1,382	254	0	1,746	0	0	0	0	0	0
		Total FY2015-2018			1,636	Total FY2019-2022			1,746	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57625 **Route 232, Swamp Road Safety Improvements SR:0232**

LIMITS Neshaminy Creek to PECO Right-of-Way

Est Let Date: 2/25/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R2

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: EE/J. Detora

CMP: Minor SOV Capacity

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

CON (\$3,501,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	HSIP		100												
ROW	TOLL														
ROW	HSIP		167												
UTL	TOLL														
UTL	HSIP		300												
CON	TOLL														
CON	HSIP		2,033												
CON	TOLL														
CON	HSIP			700											
		0	2,600	700	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,300	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57635 **Quakertown Joint Closed Loop Signal System SR:0309**

LIMITS PA 309/California Road/Main Street

Est Let Date: 10/1/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Quakertown Borough; Richland Township

FC: 14

AQ Code:2017M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 4

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

Adding Subcorr(s): 14G

The closed-loop traffic signal system will comprise fifteen existing signalized intersections and one proposed signalized intersection along the SR0309 corridor and adjacent streets within the Township and Borough. The project will also include vehicle and pedestrian LED signal indications, emergency vehicle pre-emption, vehicle loop detection, underground conduit and junction boxes, and controller cabinets will be replaced and/or installed at each intersection. Existing signal poles and mast arms that do not meet structural loading requirements will also be replaced. Each controller will be interconnected by aerial fiber-optic cable mounted on utility poles completed under the District's Intelligent Transportation System (ITS) initiatives. In addition, timing changes will be made to accommodate the traffic conditions and master controllers will manage the system from within the Township Building or Quakertown Borough Building for the respective intersections under their jurisdiction.

The 15 Intersections include:

- West End Boulevard (SR0309) and Tollgate Road (SR4049)
- West End Boulevard (SR0309) and Franklin Lane/Station Road
- West End Boulevard (SR0309) and Richland Mall Driveway
- West End Boulevard (SR0309) and Trumbauersville Road (SR4051)
- West End Boulevard (SR0309) and Park Avenue
- West End Boulevard (SR0309) and John Fries Highway (SR0663)/West Broad Street (SR313)
- West End Boulevard (SR0309) and Trainer's Corner Access/Quakertown Plaza Access
- West End Boulevard (SR0309) and Richland Crossing Access
- West End Boulevard (SR0309) and West Pumping Station Road
- Main Street and Park Avenue
- John Fries Highway (SR0663) and Hickory Drive/Trainer's Corner Access
- Main Street and West Broad Street (SR313)
- Main Street and Mill Street
- California Road and Pumping Station Road

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	TOLL															
CON	CAQ	3,695														
		3,695	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018			3,695			Total FY2019-2022			0			Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57639 **Newtown-Yardley Road Intersection Improvements SR:0000**

LIMITS At Terry Drive/Lower Dolington Road/Friends Lane/P

Est Let Date: 6/4/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Newtown Borough; Newtown Township

FC:

AQ Code:2017M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 1

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

Adding Subcorr(s): 13A

Widening and pavement markings to provide one through lane in each direction along with protected left-turn lanes at the intersection of Newtown Yardley Road and Terry Drive/Lower Dolington Road. Installation of a traffic signal at the intersection of Newtown Yardley Road and Friends Lane. The upgrade of existing traffic signal equipment/operations on Newtown Yardley Road. Closed loop system interconnection of traffic signals on Newtown Yardley Road at Terry Drive/Lower Dolington Road, Friends Lane and Penns Trail. This system would be connected to the closed loop system along the Newtown Bypass (SR 0332).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU	918											
CON	581	229											
CON	STU		236										
CON	581		59										
		1,147	295	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,442		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57641 **Bustleton/Bridgetown Pike Closed Loop Signal System SR:0213** **Return**
LIMITS At Buck Road/Jay Street/Bristol Road **No Let Date**
IMPROVEMENT Signal/ITS Improvements
MUNICIPALITIES: Lower Southampton Township **FC:** 14; 16 **AQ Code:**2015M
PLANNING AREA: Developed Community **IPD:** 2
PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity **Adding Subcorr(s):** 5I, 12A

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a shared thru/right turn lane in addition to the existing thru lane. The second is to add a right turn lane with sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). Additional improvements consist of adding a shared through-right turn lane at the intersection of Bridgetown Pike & Buck Road. This auxiliary lane will be added to the intersection along the southbound direction of Bridgetown Pike. Bridgetown Pike is a 2-lane arterial from Old Bristol Road to Buck Road. However, it is a 4-lane arterial from Buck Road to County Line Road. Currently, vehicles use a long, striped shoulder at this location to make either a right turn onto Buck Road or to continue westbound thru the intersection onto Bustleton Pike using the rightmost existing receiving lane. This project will delineate this lane as a designated thru-right turn lane and lengthen the lane from 75'-0" to approximately 150'-0". Curbing and drainage modifications are proposed along eastbound Bridgetown Pike as part of the widening. In addition a dedicated right-turn lane will be added on northbound direction of Bristol Road at the intersection of Bristol Road and Bridgetown Pike. This approach to the existing T-intersection currently has only one approach lane; therefore right and left turns queue in this single lane. By adding an additional right-turn lane on this approach, more green time can be allocated to the traffic on Bridgetown Pike, thereby improving the flow of traffic on all the approaches of this intersection. Curbing and drainage improvements are proposed along westbound Bristol Road as part of the widening. The eastbound pavement on Bridgetown Pike and the northbound pavement on Bristol Pike will be milled and overlaid along the length of widening.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	CAQ	700													
CON	TOLL														
CON	CAQ		42												
		700	42	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			742	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64779 County Line Road Widening SR:2038

LIMITS Stump Road to Lower State Road/Kulp Road

Est Let Date: 9/17/2015

IMPROVEMENT Roadway New Capacity

MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township; Montgomery Township

FC: 14

AQ Code:2020M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Gannett/B.Masi

CMP: Major SOV Capacity

Adding Subcorr(s): 12B

This project includes the widening of S.R. 2038 (County Line Road) from 2 lanes to 5 lanes with 5' shoulders between Stump Road and Lower State/Kulp Road in Horsham, Warrington and Montgomery Townships. The project length is approximately 1.50 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements to the Lower State Road/S.R. 0152 (Limekiln Pike)/S.R. 2038 intersection and the addition of sidewalks. This section of S.R. 2038 has experienced increased traffic congestion throughout the years. The congestion is expected to worsen due to the ongoing emergence of residential and commercial properties in the area. This project will also eliminate multiple substandard vertical curves along S.R. 2038 which contribute to safety concerns at the intersection with Lower State Road and S.R. 0152. The project may include the construction of two noise barriers and will include 61 partial right of way takes. There are no anticipated residential or commercial relocations as a result of this project. This project will be coordinated with MPMS #50634 and #57623.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	3,100												
CON	581	775												
CON	NHPP		2,136											
CON	581		534											
CON	NHPP			7,938										
CON	581			1,984										
		3,875	2,670	9,922	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			16,467	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64781 *Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036*

LIMITS Over Branch of Neshaminy Creek

Est Let Date: 7/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

This project involves rehabilitating the bridge carrying SR 2036 (Swamp Road) over an unnamed tributary of Neshaminy Creek. The rehabilitation of stone masonry portions of the structure will be in kind. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora farm property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. Traffic will be maintained during construction and potentially require short term detours for some repairs.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	581	557												
UTL	581	279												
CON	581			2,517										
CON	185			1,161										
		836	0	3,678	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,514	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 69912 *River Road Bridge Over Tohickon Creek SR:0032*

LIMITS Over Tohickon Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plumstead Township; Tinicum Township

FC: 6

AQ Code:S19

PLANNING AREA: Growing Suburb; Rural Area

IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge. This replacement bridge project is located on River Road (SR 32, Sec 520) between Cafferty Road and Ferry Road on the border of Plumstead and Tinicum Townships, Bucks County, Pennsylvania. The project surrounding area is moderately rural and wooded. It is occupied by residential dwelling within the well-preserved 19th and early 20th century village of Point Pleasant. The arch bridge is a contributing resource in the National Register listed Point Pleasant Historic District. This bridge was built in 1919. The proposed pre-cast concrete arch bridge will complement the existing structure. Also, a temporary crossing will be built on the upstream side of the existing bridge to accommodate one lane of traffic during construction. Total approach roadway work is limited to approximately 200 feet.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP		744											
CON	STU		848											
		0	1,592	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,592	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 70218 *Delaware Canal Pedestrian Tunnel*

LIMITS Under CSX Spur Line

Est Let Date: 12/3/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Falls Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5I

This project provides a component of the East Coach Greenway and will provide for safe, direct trail passage on the towpath. A 12' x 140' tunnel is to be placed under the CSX spur line to accommodate an 8' wide multi-use trail with 8' vertical clearance by a Structural Steel Tunnel Liner Plate System, linking to the existing towpath trail on either side of the Railroad.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-feet wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	700												
CON	STU	1,433												
		2,133	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,133	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 5/17/2018

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Borough; Yardley Borough

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/C. Beissel

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A

The proposed structure will be a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

The existing Delaware Canal Aqueduct and Tow Path Bridge are located over Brock Creek in Delaware Canal State Park, Yardley Borough. The Delaware Canal runs in a northwest to southwest direction through Yardley, almost parallel to Main Street. The Aqueduct is just northwest of the crossing of S.R. 332/Afton Avenue and carries the Delaware Canal over Brock Creek. At the project location, the Delaware River flows parallel to the Delaware Canal approximately 1000 feet northeast of the site.

The existing Aqueduct is a single span reinforced concrete u-slab, having a 24-inch depth, with reinforced concrete abutments and wingwalls. The existing tow path bridge is a single span reinforced concrete arch located on the same substructure as the aqueduct, although it appears to have been constructed at different times. Both of the structures have a clear span of 27.3' and are located on a skew of approximately 61° to Brock Creek. The structures of interest are located in a very flood prone location. It is believed that the low under clearance and short span of the existing aqueduct coupled with debris further reducing the hydraulic opening is the primary reason for flooding.

This project is funded by a \$2,400,000 SAFETEA-LU Earmark (PA ID# 490/FED ID# 2979)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF			2,640										
CON	LOC			788										
		0	0	3,428	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,428	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 77468 *PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS) SR:0413*

LIMITS PA 413 and Pine Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Langhorne Borough

FC: 2; 14

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/C. Beissel

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

This project involves creating an attractive, safe walkable environment in Langhorne Borough and encourages walking, bicycling & the use of public transportation to help reduce traffic congestion & increase retail trade. Work will occur on (1) SR#413 in Langhorne Borough, specifically between Winchester Avenue south of Twin rail tunnels) to the Southern Boro Line at the Pennwood Library (Bucks County Free Library). Work is within the PennDOT right of way. AND (2) Mayors' playground (SR 213 & SR413) walkway to Heckman Elementary school on Cherry Street and connecting grounds of Woods Services residential treatment center for disabled.

In the spring of 2006 this project was recommended for funding through the Safe Routes to School Program. \$280,712 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	296												
		296	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			296	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 **Bridge Replacement Brownsville Road**

LIMITS Brownsville Road over Neshaminy Creek

Est Let Date: 10/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLANNING AREA:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5I

This project involves rehabilitating or replacing the Bridge at Brownsville Road over Neshaminy Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STP		112											
FD	185		1,311											
CON	STP				3,829									
CON	185				1,022									
CON	STU					1,040								
CON	185					195								
		0	1,423	0	4,851	1,235	0	0	0	0	0	0	0	
		Total FY2015-2018		6,274		Total FY2019-2022			1,235			Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 80056 *Mill Road Bridge Over Neshaminy Creek*

LIMITS Over Neshaminy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

Funds in this project are for PennDOT-incurred costs for Construction.

The project involves the replacement of a two span, concrete encased I-beam bridge built in 1920. The new structure will be single span, prestressed box beam structure placed on existing alignment, which will increase the overall roadway wide from the current 16'6" to 24', increasing travel lanes to 10' and adding shoulders. The bridge opening will be adjusted slightly northward to better align with the stream channel.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU	10													
CON	183	2													
CON	LOC	1													
CON	STU		10												
CON	183		2												
CON	LOC		1												
		13	13	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			26	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 84086 *US 1 over PA 213 Maple Avenue Bridge Replacement*

Return

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP:

Funds in FY16 are for Accrued Unbilled Costs (AUC).

This structurally deficient bridge was constructed in 1967 and was rehabilitated in 1996. The bridge extends approximately 2000 feet to the north and 1500 feet to the south of the PA 213 overpass in Middletown Township. US 1 is a limited access freeway with two lanes in each direction. The proposed project includes reconstructing the bridge, reconstructing and reprofiling US 1 in the vicinity of Maple Avenue to improve the vertical clearance at the overpass, increasing the acceleration and deceleration lengths of the four US 1/Maple Avenue ramps, adjusting the traffic signal at the two signalized intersections at the US 1 interchange ramps with Maple Avenue, and adding a short stacking lane along the US 1 northbound exit ramp. US 1 is a limited access freeway facility and therefore does not permit bicycle/pedestrians use of this facility. No bicycle/pedestrian facilities will be incorporated along PA 213.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STP		43												
		0	43	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			43	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 86209 **Rockhill Road Bridge over Three Mile Run**

LIMITS Rockhill Road Bridge over Three Mile Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Rockhill Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

This project is for the Rockhill Road over Three Mile Run bridge replacement project that was selected as part of the Municipal Bridge Retro-Reimbursement Program (MPMS #102105).

The cost of the bridge was \$1,059,094. The municipality was awarded \$847,275 of state bridge (183) funds and 20% of the local share (\$211,819) was funded by the municipality.

Bridge Key: 7599

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183		847										
CON	LOC		212										
		0	1,059	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,059		Total FY2019-2022				0			
						Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 86860 **PA 611 Bridge Over Cooks Creek**

LIMITS Over Cooks Creek

Est Let Date: 1/26/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Durham Township

FC: 2

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the superstructure of a 72 feet long, 37 foot wide, single span bridge due to the cracking and bulging of the abutments. The bridge currently has 2 lanes in each direction with 8' shoulders on each side. The bridge has the following condition ratings: deck - 5, super - 4, sub - 4. Sufficiency rating: 44.6

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	1,591											
ROW	TOLL												
ROW	STU		33										
ROW	STP		31										
UTL	TOLL												
UTL	STU		109										
CON	581				8,115								
		1,591	173	0	8,115	0	0	0	0	0	0	0	0
		Total FY2015-2018		9,879		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)

LIMITS Church Road to Tollgate Road

Est Let Date: 6/30/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Roc FC: 2; 12; 14; 16; 17

AQ Code:S10

PLANNING AREA: Growing Suburb; Rural Area

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation, drainage and safety signage of approximately 17.34 segment miles (both sides).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP	1,061											
FD	NHPP				4,776								
FD	581				1,194								
ROW	NHPP			90									
ROW	581			23									
UTL	NHPP			90									
UTL	581			23									
CON	NHPP				3,632								
CON	581				67								
CON	NHPP					12,544							
CON	581					3,136							
CON	NHPP						22,717						
CON	581						4,170						
		1,061	0	226	9,669	15,680	26,887	0	0	0	0	0	0
		Total FY2015-2018		10,956		Total FY2019-2022		42,567		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 87088 *Chalfont Pedestrian Facilities (SRTSF) - Round 1*

LIMITS US 202, Chalfont to New Britain Borough

Est Let Date: 6/18/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chalfont Borough; New Britain Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

This project will install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefiting one elementary school and one middle school.

Proposed improvements include completion of any missing areas of curbing, sidewalk, curbcuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments, and replacement of hedges in the way of the proposed sidewalk. The project also includes removal of guiderail on the sides of a bridge to be replaced with sidewalks and a post-rail fence.

This project was awarded \$719,734 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SRTSF	580											
		0	580	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			580	Total FY2019-2022			0	Total FY2023-2026			0

MPMS# 87744 *Wall and Pavement Repair, SR 0032 - LG1(River Road)*

LIMITS

Est Let Date: 9/17/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S10

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

This project involves the construction of a retaining wall, widening and repair of the bituminous roadway, drainage improvements to help prevent future deterioration of the new wall and roadway, and construction of a guide rail on State Route 0032-LG1(River Road). The location is approximately 200 feet north of Paxon Road to approximately 1,100 feet south of Paxon Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581	4,436											
		4,436	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			4,436	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 88083 **Stoopville Road Improvements - Phase 2**

LIMITS SR 532 to SR 413

Est Let Date: 6/16/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Makefield Township; Newtown Township; Upper Makefield Tow **FC:** 16; 17

AQ Code:R2

PLANNING AREA: Developed Community; Growing Suburb; Rural Area

IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

This project will construct multiple pedestrian and roadway improvements along Durham Rd, (S.R. 0413), Stoopville Rd, (S.R. 2028), Eagle Rd. (a township road), Washington Crossing Rd. (S.R. 0532), and Highland Rd. (a township road) from the Stoopville Rd./Durham Rd. (S.R. 0413) intersection to the village of Dolington along Washington Crossing Rd. (S.R. 0532). Proposed improvements include:

- (1) Traffic control and gateway signs and painting of stop bars along Washington Crossing Rd. from the Washington Crossing Rd./Dolington Rd. intersection to village of Dolington;
- (2) 6' wide pedestrian walkway along the northern side of Stoopville Rd. from Creamery Rd. to the Stoopville Rd./Washington Crossing Rd. intersection, continuing along the northern side of Washington Crossing Rd. to Highland Rd., along the southern side of Stoopville Rd. from Hemlock Dr. to Eagle Rd., and continuing along the western side of Eagle Rd. to Marigold Dr.; the pedestrian walkway will require the extension of an existing pipe culvert beneath Stoopville Rd. between Highland Rd. and Creamery Rd. to allow the walking path to cross over the tributary;
- (3) Decorative crosswalks and ADA-compliant curb ramps at 3 intersections: (1) Eagleton Farms Rd./Stoopville Rd.; (2) Stoopville Rd./Washington Crossing Rd.; and (3) Highland Rd./Washington Crossing Rd.;
- (4) New traffic signal and widening at the Durham Rd./Stoopville Rd. intersection to provide a left turn lane at the Durham Rd./Stoopville Rd. intersection for vehicles traveling on southbound Durham Rd. to eastbound Stoopville Rd.;
- (5) Modification to the existing signal at the Highland Rd./Washington Crossing Rd. intersection to accommodate a right-turn lane on Highland Rd. and improvements that will provide for both left and right turn lanes for vehicles travelling southbound on Highland Rd. to Washington Crossing Rd.;
- (6) Relocation of utility poles.

The first phase (S.R. 2028, Section ECF) was constructed in June 2010 (see MPMS #84096). This project has \$269,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	581	200													
ROW	581	50													
UTL	581	50													
CON	TOLL														
CON	STP			1,407											
		300	0	1,407	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,707	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 90327 River Rd o/ Trib Delaware (Bridge)

Return

LIMITS Solebury Township, Bucks County

Est Let Date: 3/30/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over a Tributary of the Delaware River on River Road between Laurel Road and Paxon Road in Solebury Township. It is a structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	185						61						
UTL	185						61						
CON	185							1,267					
		0	0	0	0	0	122	1,267	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			1,389	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92310 Culvert Replacement Group K

LIMITS Various Locations

Est Let Date: 3/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bensalem Township; Doylestown Township; Hilltown Township; Middl **FC:**

AQ Code:S19

PLANNING AREA: Developed Community; Growing Suburb; Rural Area

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project includes the replacement of various bridges in critical condition with minimal roadway improvements, which is estimated to extend their service life by 100 years. The bridges are as follows:

1. Dublin Pike over Morris Run (Bridge Key 6990) in Hilltown Township
2. Easton Road over Branch Neshaminy Creek (Bridge Key 7061) in Doylestown Township
3. Aquetong Road over Branch Aquetong Creek (Bridge Key 7100) in Solebury Township
4. Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township
5. Old Lincoln Highway over Branch Neshaminy Creek (Bridge Key 7256) in Bensalem Township
6. Almshouse Road over Branch Neshaminy Creek (Bridge Key 7335) in Warwick Township
7. Main Street and Bethlehem Pike over Wertz Creek (Bridge Key 7384) in Sellersville Borough
8. Rocky Ridge Road over Branch Tohickon Creek (Bridge Key 7415) in Richland Township
9. Richlandtown Pike over Cooks Creek (Bridge Key 7419) in Springfield Township
10. State Road over Branch Cooks Creek (Bridge Key 7442) in Springfield Township

Work to be performed will additionally include stream restoration and District-wide "On Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	581		100											
CON	581	5,133												
CON	581		800											
CON	581			1,767										
		5,133	900	1,767	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,800	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92741 *Main St o/Br Perkiomen Cr (Bridge)*

LIMITS Sellersville Borough, North of Park ave Intersection

Est Let Date: 12/8/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

FC: 14; 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

This project involves rehabilitating or replacing state bridge over the Perkiomen Creek on Main Street between Maple Avenue and Diamond Street in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	610												
FD	185		464											
ROW	NHPP			135										
ROW	185			34										
UTL	185			225										
CON	185					4,299								
		610	464	394	0	4,299	0	0	0	0	0	0	0	
		Total FY2015-2018			1,468		Total FY2019-2022			4,299	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93444	Route 1 Improvement-South (Section RC1)	Return
LIMITS S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike Exchange, Bucks County		Est Let Date: 9/14/2017
IMPROVEMENT Roadway Rehabilitation		MRPID:37
MUNICIPALITIES: Bensalem Township	FC: 12; 14; 16	AQ Code:2035M
PLANNING AREA: Developed Community		IPD: 2
PROJECT MANAGER: TSS/PWB	CMP: Major SOV Capacity	Adding Subcorr(s): 4A, 5I

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading of 2 interchanges S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike); reconstruction of 4 bridges; and removal of 1 bridge. The improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width to meet current design criteria.
- Raising the S.R. 0001 profile from south of the Street Road interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structures over S.R. 0132 (Street Road), I-0276 (PA Turnpike) and the PA Turnpike Ramps I & J.
- Adding a third travel lane along S.R. 0001 in each direction from the Street Road interchange to north of the PA Turnpike Interchange
- Adding a northbound right-turn lane along S.R. 0001 from the S.R. 2037 (Old Lincoln Highway) intersection north to the Street Road interchange.
- Reconfiguring the Street Road interchange to remove the four (4) traffic movements (ramps) between westbound Street Road and S.R. 0001 northbound and southbound from the northern side of Street Road and adding the movements to the southern side. Removing these movements from the north side of the interchange eliminates access and egress points along S.R. 0001, allowing longer weave lengths between the Street Road interchange and the PA Turnpike interchange. Reconfiguring the interchange includes improvements to the existing ramp geometry and the addition of a ramp in the southwestern quadrant. Traffic signals will be added on Street Road at each of the two (2) proposed ramp intersections. The existing signal timings will be evaluated.
- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the Street Road interchange and the PA Turnpike interchange.
- Increasing the existing loop ramp radius to improve design speed to 30 mph and incorporating a second lane on the S.R. 0001 northbound exit ramp to the PA Turnpike at the PA Turnpike interchange.
- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
- Removing the existing Limited Access on Street Road within the S.R. 0001 interchange. Entrances directly accessing S.R. 0001 through the Street Road interchange will be eliminated by relocating the driveways allowing entrances access from Street Road.
- Structure improvements include the replacement of four (4) existing bridges, the removal of one (1) existing bridge, the construction of 1 retaining wall and the construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over S.R. 0132 (Street Road), I-0276 (the PA Turnpike), and the PA Turnpike Ramps I & J. The S.R. 2025 (Bristol Road) bridge over S.R. 0001 will also be replaced. The existing bridge to be removed currently carries S.R. 0001 over a closed private access road located between the PA Turnpike and Neshaminy interchanges.
- This project will include upgrades to guiderail, drainage improvements and signage improvements.
- The reconstruction and widening project also minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP components are currently under development in coordination with FHWA, PennDOT, SEPTA, BCPC, and BucksTMA.

Design Parent is MPMS #13549. Route 1 Improvements Northern section RC2 is MPMS #93445. Route 1 Frontage section RC3 is MPMS #93446.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP									20,482			
CON	581									5,121			
CON	NHPP										21,502		
CON	581										5,376		
CON	NHPP											21,502	
CON	581											5,376	
CON	NHPP												21,502
CON	581												5,376

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

	0	0	0	0	0	0	0	0	0	25,603	26,878	26,878	26,878
Total FY2015-2018				0	Total FY2019-2022			0	Total FY2023-2026			106,237	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93445 **Route 1 Improvement-North (Section RC2)** **Return**
LIMITS Route 1 - Neshaminy and Penndel Interchanges, Bucks County Est Let Date: 2/15/2020
IMPROVEMENT Intersection/Interchange Improvements MRPID:37
MUNICIPALITIES: Middletown Township; Bensalem Township **FC:** 12; 14; 17 AQ Code:2035M
PLANNING AREA: Developed Community IPD: 0
PROJECT MANAGER: TSS/PWB **CMP:** Major SOV Capacity Adding Subcorr(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width to meet current design criteria.
- Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).
- Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.
- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
- Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.
- North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.
- Structure improvements include the replacement of 3 existing bridges, the construction of 5 retaining walls and the possible construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.
- S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.
- Pedestrian walkways and transit stops along Rockhill Drive will be investigated.
- This project will include upgrades to guiderail, drainage improvements and signage improvements.
- The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this project avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP components are currently under development in coordination with FHWA, PennDOT, SEPTA, BCPC, and BucksTMA.

Design Parent is MPMS #13549. Route 1 Improvements Southern section RC1 is MPMS #93444. Route 1 Frontage section RC3 is MPMS #93446.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP								26,095				
CON	581								6,524				
CON	NHPP									26,095			
CON	581									6,524			
CON	NHPP										26,095		
CON	581										6,524		
CON	NHPP											26,095	
CON	581											6,524	
		0	0	0	0	0	0	0	32,619	32,619	32,619	32,619	0
		Total FY2015-2018			0	Total FY2019-2022			32,619	Total FY2023-2026		97,857	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93446 **Route 1 Improvement Frontage Corridor (Section RC3)** **Return**
LIMITS Route 1 - Frontage Road Corridor, Bucks County Est Let Date: 2/13/2020
IMPROVEMENT Roadway New Capacity MRPID:37
MUNICIPALITIES: Langhorne Manor Borough; Middletown Township **FC:** 12; 19 AQ Code:S10
PLANNING AREA: Developed Community IPD: 0
PROJECT MANAGER: TSS/PWB **CMP:** Major SOV Capacity Adding Subcorr(s): 4A, 5I

The S.R. 0001 Group 03S Section RC3 project extends from the northern end of the S.R. 0001 bridge over the CSX railroad to approximately 700 feet north of the S.R. 0413 (PA 413/Pine Street) bridge over S.R. 0001, a distance of 2.5 miles. This project includes the 2.0 mile +/- segment of frontage (service) road corridor.

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of 1 bridge (West Interchange Road over S.R. 0001), and the rehabilitation of 1 bridge (S.R. 0001 over S.R. 2008). The primary proposed improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width from 4' to 10' to meet current design criteria.
- Replacement of 12,100 ft. of existing double-face guide rail median barrier and 985 ft. of existing concrete median barrier with concrete glare screen.
- Removal of existing raised concrete islands separating the mainline S.R. 0001 travel lanes from the frontage road to be replaced with 12'-0" paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
- Closing the existing intermediate crossovers between the mainline S.R. 0001 travel lanes and the frontage roads.
- Updating the overhead guide signage for the project corridor due to the revised frontage road access and for coordination with the S.R. 0001 Sec. 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.
- Lengthening of the acceleration lanes from the frontage roads onto S.R. 0001 in the northbound and southbound directions to meet current design criteria.
- Relocating the existing roadway inlets along the existing double face median guide rail and existing raised concrete traffic islands to along the proposed concrete glare screen and proposed concrete median barrier.
- Structure improvements include the replacement of one existing functionally obsolete bridge (West Interchange Road over S.R. 0001) along the existing horizontal alignment and the rehabilitation of one bridge (S.R. 0001 over S.R. 2008) including superstructure replacement.

Design Parent is MPMS #13549
 Route 1 Improvements Northern section RC2 is MPMS #93445
 Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments are currently under development.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	NHPP				1,020								
UTL	581				255								
CON	TOLL												
CON	STU				14,326								
CON	STU					18,134							
CON	TOLL												
		0	0	0	15,601	18,134	0	0	0	0	0	0	0
		Total FY2015-2018			15,601	Total FY2019-2022			18,134	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 95439 *I-95, PA Turnpike Interchange (TPK)- Section D10*

LIMITS Exit 28 to 29 and parts of I-95, PA 413 and PA 2049

Actl Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements

MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95439 is for contract D10. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D10 includes the widening and reconstruction of the mainline Pennsylvania Turnpike in Bristol Township, Bucks County, from a point approximately 100 feet west of the S. R. 0095 overpass (approximate I-276 Milepost 355.7 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.2), piers for the I-95 flyover ramps, and the replacement of the Turnpike Mainline Bridges over Durham Road, Veterans Highway (PA 413) and Mill Creek.

Overall, Stage 1 work along the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage. The project also includes roadway improvements along S.R. 0413 from Segment 0101 Offset 1378 to Segment 0101 Offset 2703 and S.R. 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1212. Work includes traffic signals, pavement reconstruction, concrete curb, design-build pedestrian ramps, guiderail, drainage facilities, utility relocation, and other miscellaneous construction.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Also refer to MPMS #13347 and MPMS #95444 for this project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NH	30,000											
CON	TPK	11,000											
CON	SPK-NH		20,000										
CON	TPK		25,000										
CON	SPK-NH			20,000									
CON	TPK			18,000									
		41,000	45,000	38,000	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		124,000		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 95444 I-95, PA Turnpike Interchange (TPK)- Section D20

New-B

LIMITS

Est Let Date: 7/16/2015

IMPROVEMENT Intersection/Interchange Improvements

MRPID:35

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. MPMS #95444 is for contract D20. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D20 in Bristol Township, Bucks County, includes the widening and reconstruction of approximately 0.7 miles of I-95 northbound and 1.4 miles of I-95 southbound between the Neshaminy Creek and the connection with I-276 (PA Turnpike). It includes the construction of new interchange connections with I-276 for both I-95 northbound and I-95 southbound. The project also includes the reconstruction of proposed I-195 EB/WB (existing I-95 NB/SB) between Ford Road and the I-276 overpass. Also, D20 includes the construction of a ramp connection to link I-276 EB to I-95 SB and a collector-distributor road located to the west of the existing I-276 overpass adjacent to proposed I-195 WB. Four ramps will also be partially reconstructed at the SR8005 interchange with SR0413.

Overall, Stage 1 work along I-95 and the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, CD Road, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Also refer to MPMS #13347 and MPMS #95439 for this project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NH		34,288										
CON	TPK		32,000										
CON	SPK-NH			21,012									
CON	TPK			25,000									
CON	SPK-NH				31,500								
		0	66,288	46,012	31,500	0	0	0	0	0	0	0	0
		Total FY2015-2018		143,800		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 96071 *Bucks County Bridge Deck Sealing*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various **FC:** AQ Code:S10

PLANNING AREA: IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

This is a preventative maintenance project that countains various structures in Bucks County for bridge deck sealing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	99												
CON	TOLL													
CON	STU		125											
		99	125	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			224		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 96217 *Central Bucks Congestion Mitigation*

LIMITS State Route 152 in Chalfont Borough Est Let Date: 2/12/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chalfont Borough **FC:** 16 AQ Code:2017M

PLANNING AREA: Developed Community IPD:

PROJECT MANAGER: HNTB/N. Velaga **CMP:** Minor SOV Capacity

This project entails three traffic signal improvements on Route 152 in central Bucks County. Improvements include: (1) the installation of Adaptive Signal Control Technology (ASCT) and Closed Circuit Television (CCTV) for two traffic signals within 100 yards of each other on North Main Street at the intersections of Sunset Avenue and Park Avenue; (2) installation of "Wavetronix" radar detection system for one traffic signal that can alleviate timing and idling issues at Lindenfield Parkway; and (3) adding pedestrian countdown signals for all three traffic signals.

This project was awarded \$230,400 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	230												
CON	LOC	58												
		288	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			288		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 96221 **Multi-Modal Enhancements to New Britain Station**

Return

LIMITS S. Tamendend Ave. between Butler Ave. and SEPTA New Britain Train Station

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: New Britain Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

Traffic flow improvements and pedestrian access improvements at the existing signalized intersection of Tamenend Avenue and SR 202 will reduce emissions by shortening diverted trips, by reducing delay for vehicles waiting to turn at the unsignalized driveway and by reducing congestion created by the one-way street. The pedestrian push buttons and crosswalks will increase opportunities for walking and bicycling trips to the train station from the nearby residential area and from SR 202. Funding will also provide the construction of an eight to ten feet (8-10') shared-use path for bicyclists and pedestrians between the Tamenend Avenue/SR 202 intersection and the New Britain SEPTA station, including modifications of the railroad crossing surface and equipment to safely accommodate the shared-use path crossing.

October 25, 2012 - This project received a 2011-2012 DVRPC competitive CMAQ award in the amount of \$169,600.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$150,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAP			150										
		0	0	150	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			150	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 97991 **Doylestown Township Signals Upgrade (ARLE 3)**

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will upgrade existing traffic signals from incandescent bulbs to LEDs at the following locations: Swamp Road (SR0313) at Ferry Road (SR1006), Swamp Road (SR0313) at Pine Run Road (T-401)/Saw Mill Road (T-391), Almshouse Road (SR 2089) at Barn Plaza/Doylestown Point Plaza, Easton Road (SR0611) at Doylestown Point/Neshaminy Manor Driveways, Easton Road (SR0611) at Barn Plaza Shopping Center/Bucks County Prison, Easton Road (SR0611) at Edison-Furlong Road (SR2079), East State Street (SR3002) at East Road (T-351), Easton Road (SR0611) at Swamp Road (SR0313)/Old Easton Road (T-403). As required by PennDOT, District 6-0 Traffic Unit the Traffic Signal Permit plans will be revised as necessary.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 (2012 ARLE funds) award: \$90,000. Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	90												
		90	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			90	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 98221 *Stock's Grove Road over Beaver Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Nockamixon Township **FC:** AQ Code:S19

PLANNING AREA: Rural Area IPD: 1

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding

This project is a bridge rehabilitation of Stock's Grove Road over Beaver Creek in Nockamixon Township, Bucks County.
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	183	280												
PE	LOC	70												
		350	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			350	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102272 *Holland Road at Buck Road and Route 532*

New

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township **FC:** AQ Code:S19

PLANNING AREA: Developed Community IPD: 0

PROJECT MANAGER: **CMP:** Minor SOV Capacity

Replacement of Buck Road Bridge over Mill Creek with wider structure to accommodate turning lanes for Buck Road/Old Bristol Road Intersection. Additional turning lanes at Buck Road/Old Bristol Road Intersection. Improvements at Buck Road/Holland Road Intersection. Access management and the addition of sidewalks throughout corridor.

Project Limits: Buck Road from 1,200 feet south of intersection with Old Bristol Road to 1,500 feet north of intersection with Holland Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	581							6,033						
PE	581								5,000					
FD	581								1,305					
ROW	185									672				
UTL	185									336				
CON	581										5,623			
CON	185										5,105			
		0	0	0	0	0	0	6,033	6,305	1,008	10,728	0	0	
		Total FY2015-2018			0	Total FY2019-2022				12,338	Total FY2023-2026			11,736

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102278 *Newtown Bypass and Street Road Adaptive Signal Controls*

Return

LIMITS Philmont Ave to State Road and Durham Rd/Newtown Shopping Cntr to I-95

Actl Let Date: 10/9/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bensalem Township; Newtown Township

FC:

AQ Code:2017M

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

Funds in the FY2015 TIP are allocated for recent low bids plus inspection.

Funds will provide for Adaptive Traffic Signal Control on Street Road from Philmont Avenue to State Road in Bensalem Township and on the Newtown Bypass from Durham Road/Newtown Shopping Center Driveway to the intersection of I-95 and Newtown Bypass in Newtown Township, Bucks County. This project will upgrade 35 total existing static closed loop system traffic signals to more responsive adaptive traffic signal systems at 13 intersections along the Newtown Bypass, 19 intersections along Street Road, and three (3) adjacent intersections along corridors intersecting with Street Road (Hulmeville Road, Mechanicsville Road).

As major thoroughfares, the Newtown Bypass and Street Road are congested subcorridors in the DVRPC Congestion Management Process where existing static closed loop system traffic signals cannot adequately adjust to changing traffic volumes unlike adaptive signal control systems. Both are also found on the statewide High Crash List. The Street Road corridor in Bensalem Township is ranked highest on the state's High Crash List and sections of the Newtown Bypass are ranked #163 and #260th in the state. The Newtown Bypass serves as a primary route for moving regional commuters and quarry trucks to and from I-95 carrying 15,000 to 21,000 directional vehicles per day, while Street Road connects I-95 and the Pennsylvania Turnpike through densely developed areas carrying 20,000 directional vehicles per day.

Recent PennDOT experience when deploying responsive adaptive traffic signal systems has resulted in 30 to 40 percent reductions in travel time, stops, and delay. Reducing traffic congestion on both roads can additionally make it plausible to address safety concerns by adding protected left turn phases at intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ	62												
		62	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			62	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102283 *SR 313/SR 563 New Traffic Signal (ARLE 4)*

ARLE

LIMITS Mountain View Road (SR 563) and Dublin Pike (SR 313) intersection

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Rockhill Township

FC:

AQ Code:R2

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install a traffic signal at the intersection of Mountain View Road (SR 563) and Dublin Pike (SR 313) in East Rockhill Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$160,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102284 **SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)**

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Solebury Township

FC:

AQ Code:2017M

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide a signal interconnect system for three existing traffic signals along Lower York Road (SR 202) at Shire Drive, Kitchens Lane/SR 0179, and Sугan Road in Solebury Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$165,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

MPMS# 102285 **County Line Road Intersection Improvements (ARLE 4)**

ARLE

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Telford Borough (part) *; Telford Borough (part) *

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 11A, 14C

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade existing signals to LED signals, ADA compliant pedestrian push buttons, and new controllers at two intersections along County Line Road and the restriping of County Line Road at the Church Road intersection to allow for left turn lanes in Telford Borough.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$183,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102288 SR 132 Traffic Signal Communication System (ARLE 4) **ARLE**
LIMITS Street Road (SR 132) from Valley Road to Centennial Road No Let Date
IMPROVEMENT Signal/ITS Improvements
MUNICIPALITIES: Warminster Township **FC:** AQ Code:2017M
PLANNING AREA: Developed Community IPD: 0
PROJECT MANAGER: **CMP:** Minor SOV Capacity Adding Subcorr(s): 12A, 14F

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide a cohesive communication system for traffic signals at 15 signalized intersections along Street Road (SR 132) from Valley Road to Centennial Road in Warminster Township

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$90,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

MPMS# 102374 SR 132 Resurfacing BucksCo **Return**
LIMITS Street Rd from Davisville Rd to Bustleton Pike (SR 0532) & from Easton Rd (SR 0611) to Davisvill Rd. No Let Date
IMPROVEMENT Roadway Rehabilitation
MUNICIPALITIES: Lower Southampton Township; Upper Southampton Township; Warm **FC:** AQ Code:S10
PLANNING AREA: Developed Community; Growing Suburb IPD:
PROJECT MANAGER: Maint./L. Ryan **CMP:** Not SOV Capacity Adding

18.06 total segment miles of resurfacing on Street Road from Davisville Road to Bustleton Pike (SR 0532) in Warminster, Upper Southampton, Lower Southampton Townships and Street Road from Easton Road (SR 0611) to Davisville Road in Warrington and Warminster Townships in Bucks County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581		690											
		0	690	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			690	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102375 SR611/SR1001 Pave/Reconst

Return

LIMITS PA 611 (Easton Road) and State Route 1001 (Main Street)

Actl Let Date: 7/10/2014

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Doylestown Borough

FC:

AQ Code:S10

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

13.1 total segment miles of pavement/reconstruction of curb cut ramps to latest Americans with Disability Act (ADA) standards, along PA 611 (Easton Road) and State Route 1001 (Main Street) in Bucks County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581	100												
		100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			100	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102666 Branch Road over E. Branch Perkiomen Creek (CB(239))

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Rockhill Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding

Bucks County Bridge No. 239 carries Branch Road over the Perkiomen Creek in East Rockhill Township. The County Bridge was closed in August, 2010 due to structural deficiencies. The scope of work for the completed repairs and rehabilitation consisted of: removal and replacement of steel stringers; construction of new concrete deck; installation of new deck joints; installation of deck protective coatings; reconstruction of abutment backwalls; cleaning and painting of steel trusses; construction of concrete parapets and moment slabs at approaches; and installation of rip rap scour protection at abutments. In addition to structural repairs, the following roadway work was performed: full depth paving reconstruction; milling and bituminous overlay; installation of guiderail; painting of traffic lane lines; installation of bridge plaque; and, installation of bridge signage.

This project has been approved for retro-reimbursement procedure. Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	183	8												
PE	LOC	2												
FD	183	48												
FD	LOC	12												
CON	183	420												
CON	LOC	115												
		605	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			605	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102667 Quarry Road over Morris Run (CB# 244)

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township FC: AQ Code:S19

PLANNING AREA: Growing Suburb IPD: 0

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding

Bucks County Bridge No. 244 is a 61' single span steel truss bridge that carries Quarry Road over Morris Run in Hilltown Township. This Pratt Pony Truss bridge was originally built in 1889 and reconstructed in 1934. The scope of work for the completed repairs and rehabilitation consisted of: removal and replacement of steel stringers; installation of new steel grid deck; installation of new stringer bearings; repair of steel floor beams; reconstruction of abutment backwalls; repointing of all stone masonry; cleaning and painting of steel trusses; construction of concrete collar at north abutment; and installation of rip rap scour protection at both abutments. In addition to structural repairs, the following roadway work was performed: full depth paving reconstruction; milling and bituminous overlay; installation of guiderail; installation of bridge plaque; and, installation of bridge signage.

This project has been approved for retro-reimbursement procedure. Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																	
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026						
PE	183	4																	
PE	LOC	1																	
FD	183	20																	
FD	LOC	5																	
CON	183	268																	
CON	LOC	67																	
		365	0	0	0	0	0	0	0	0	0	0	0						
		Total FY2015-2018			365			Total FY2019-2022			0			Total FY2023-2026			0		

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102830 *Neshaminy Greenway Trail (Bristol to Upper State) (TAU)*

New

LIMITS Lenape Lane to Upper State

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

Construction of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road will occur. The trail will be an ADA compliant shared use path, and will complete a missing link in the NGT, providing a connection to the 202 bypass. This project will close a critical gap in Buck's Counties primary trail and greenway plan. It will improve access to the Chalfont and New Britain SEPTA Train Stations, create a safe route to the Unami Middle School and Delaware Valley University for students and employees, improve access to natural areas along the Neshaminy Creek, create non-motorized transportation options and promote bicycle/pedestrian connections to the 9 mile long 202 Parkway Trail and create a safer off-road bike/pedestrian facility in the area. With this trail connection complete, over 30 miles of safe trail will be accessed, through two counties and eight municipalities.

This project is consistent with the Bucks County Park and Open Space and Greenways Plan (2011), the Tri-Municipal Trails Plan, the Doylestown Bike and Hike Plan/Map, and connects to the Bicycle PA Route S on the statewide bicycle touring system.

Project was awarded \$1,225,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102831 *Solebury Route 202 Gateway Trail (TAP)*

LIMITS Route 32 (River Road)/Lower York Road (Rt 202 Spur) to Route 32/Chapel Road(CanalPk&MagillsHillPk) No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Solebury Township

FC:

AQ Code:A2

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence **CMP:**

This project will provide for the construction of 1.68 miles of the Route 32 trail segment of the Bucks County Cross-County 202 Trail, which will provide a critical missing trail segment of the Route 202 corridor between the existing D&L National Trail (in Solebury Twp.) and the existing Route 202 Parkway trail (in Doylestown). It will complete the Route 32 segment of the Bucks Cross County 202 Trail. Construction will further include the following:

- Retire one northbound lane of Route 32 (from 202 Connector Road to Canal Park entrance)
- Construct a new off-road multi-use trail segment and vegetated bioswale between trail and roadway
- Construct new pedestrian crossing on Route 32 (linking Canal and Magill's Hill Parks / parking areas)
- Construct a new off-road multi-use trail segment from the Route 32 crosswalk to Magill's Hill parking
- Install interpretive, informational, D&L Corridor branding, and universal access location signage.

\$980,859 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	TAU		981											
		0	981	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			981	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104162 *Video Traffic Signal Detection Upgrade (ARLE 5)*

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: MS/V. Temino **CMP:** Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. Existing vehicular and volume density loop detectors with video and digital wave radar detectors will be replaced at the Upper State Road/Shady Retreat Road and Almshouse Road (SR 2089)/Tanamend Road intersection in Doylestown Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	49												
		49	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			49	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104163 Pedestrian Signal Upgrades (ARLE 5)

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Wrightstown Township **FC:** AQ Code:NRS

PLANNING AREA: Rural Area **IPD:**

PROJECT MANAGER: MS/V. Temino **CMP:** Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. Traffic signal timings for the AM, mid-day and PM peak hours will be optimized, and the exiting vehicular loop detectors with video cameras and radar dilemma zone detectors will be replaced. All existing signage associated with the traffic signal operation will also be upgraded at the following four intersections:

1. Durham Road (SR 0413) and Second St Pike/Windy Bush Road (SR 0232) and Park Avenue
2. Durham Road (SR 0413) and Township Line Road (SR 2115)
3. Second Street Pike (SR 0232) and Swamp Road (SR 2036)
4. Durham Road (SR 0413) and Wrightstown Road/Worthington Mill Road (SR 2081)

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	157													
		157	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			157	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 104298 Lower State Road to 202 Parkway Connector Trail **New**

LIMITS Central Bucks West High School to 202 Parkway Trail Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Doylestown Township **FC:** AQ Code:A2

PLANNING AREA: Developed Community **IPD:**

PROJECT MANAGER: EE/DVRPC/T. Kao **CMP:**

A bike and hiking trail (10' wide off-road shared use path) along Lower State Road from Central Bucks West High School to 202 Parkway Trail connecting Central Bucks Family YMCA, Central Park, Delaware Valley College will be constructed. Lower State Road is also BicyclePA Bike Route S. This will complete a gap in the trail network between Doylestown Central Business/Cultural District and SR 202 Parkway Trail.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$792,634 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TAP		467												
CON	TAP			793											
		0	467	793	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,260	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104302 **Route 13 Streetscape - Croydon Section Phase 2**

New

LIMITS From bridge over the Neshaminy Creek to a point west of Walnut Ave. within BID

Est Let Date: 8/25/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Township

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This project will involve streetscape improvements on Route 13 (Bristol Pike) from the bridge over the Neshaminy Creek to a point west of Walnut Ave. within the downtown Croydon business district. Trash receptacles and benches (and any other street furniture) are ineligible unless associated with a transit stop. Bike racks are eligible.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAP			1,000									
		0	0	1,000	0	0	0	0	0	0	0	0	0
Total FY2015-2018				1,000		Total FY2019-2022		0		Total FY2023-2026		0	

MPMS# 104365 **New Falls Road**

New

LIMITS New Falls Rd (SR 2006)

Est Let Date: 6/23/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S7

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A

The proposed scope of work includes installation of sidewalk, pedestrian countdown timers, modification to left turn phasing, and other signal improvements.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	sHSIP	630											
CON	sHSIP	702											
CON	sHSIP		468										
		1,332	468	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018				1,800		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104607 SR 2093 Railroad LED Lights

New

LIMITS Four Locations in Buckingham and Ivyland Twp

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Buckingham Township; Ivyland Borough

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb; Developed Community

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install LED flashing warning lights at four locations in Buckingham Township and Ivyland Borough. The locations are: Wilson Road between Thomas Drive and Greenley Avenue, Creek Road between New Hope Road and Lower Mountain Road, New Hope Road between Creek Road and Durham Road, and Lower Mountain Road between Lookaway Court and Creek Road. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RRX	26											
		26	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		26				0				0			

MPMS# 105079 Richboro Pedestrian Improvements

New

LIMITS Downtown Richboro

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Northampton Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Elizabeth Bonini

CMP:

Funding is for for the construction of decorative imprint asphalt crosswalks and associated curb ramps and sidewalk improvements in downtown Richboro in Northampton Township, at seven locations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	411	165											
CON	LOC	71											
		236	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		236				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105080 *Route 32 Pedstrian Improvements*

New

LIMITS Main St. at W. Parry St., Ferry St. Mechanic St. and crossing b/t Corywell/Waterloo and Mechanic St.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: New Hope Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is dedicated for construction of pedestrian and bicycle improvements along Main Street (Route 32) at West Parry Street, Ferry Street, Mechanic Street, and a midblock crossing between Corywell/Waterloo Street and Mechanic Street in New Hope Borough.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	LOC	51													
CON	411	127													
CON	LOC	3													
		181	0	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		181			Total FY2019-2022				0				Total FY2023-2026		0

MPMS# 105081 *Lower Makfield Quiet Zone*

New

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Lower Makefield Township

FC:

AQ Code:X6

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding will be used for the creation of a Quiet Zone encompassing three highway-rail grade crossings in Lower Makefield Township to alleviate train noise on one of the most densely traveled and regionally significant passenger and freight rail corridors in Pennsylvania.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	411	350													
CON	LOC	350													
		700	0	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		700			Total FY2019-2022				0				Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105255 *Quakertown Rt. 313 LED*

New

LIMITS Critical corridors along Rt. 313 within the Boro

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

The Borough of Quakertown plans to replace the existing filament in the traffic lights at several critical intersections with upgraded LED lights. The plan consists of upgrading the traffic lights in the Borough of Quakertown that are located on Route 313. These traffic lights are all located at critical corridors within the borough. The overall purpose of this plan is to improve safety, contribute to the economic development of the region, decrease maintenance and operational costs, and create a more energy efficient system.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		9												
CON	LOC		9												
		0	18	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			18	Total FY2019-2022				0	Total FY2023-2026				0

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Bucks	\$125,930	\$167,171	\$157,284	\$122,324	\$572,709	\$176,739	\$254,979

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 13975 *Halteman Road over Pigeon Creek (County Bridge #255)*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Coventry Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This bridge was originally constructed in 1914. It consists of a through plate girder span and a single closed spandrel stone masonry arch under fill. Repairs were performed to the substructure in 1978; the superstructure in 1980, 1997 and 2007; and the deck in 2007. The bridge is currently posted for a 5-ton weight restriction based on the condition of the floorbeam at the far abutment. The bridge is in poor overall condition. The average daily traffic for this bridge is 212 vehicles per day. The bridge is classified as structurally deficient as a result of the superstructure rating of 3-poor which is due to significant section losses of the transverse floor beam and sever deterioration and section loss of the girders. Recommended repairs include replacement of the deteriorated floor beams; replacement of deteriorated rivets along the bottom flange of the girders; repair the frozen steel bearings; removal and replacement of the concrete deck; re-point the stone masonry, as needed; spot paint the superstructure; installation of structure-mounted guide rail across bridge and approach guide rail, transitions, and end treatments.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	ACT13	50												
FD	ACT13		30											
CON	LOC		420											
		50	450	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 7/20/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

The existing bridge on West Bridge Street in the Borough of Parkesburg is structurally deficient and functionally obsolete. The structural deterioration advanced to the point that the bridge was no longer able to safely carry vehicular loads. The bridge was closed to traffic in 1994. In addition to the vehicular restriction, both sidewalks are restricted from use due to the severe deterioration of the wooden deck. The existing roadway width of 5.8 meters (19.0 ft) contains two travel lanes and no shoulders. This bridge will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	217												
FD	STU		201											
FD	183		38											
FD	LOC		14											
ROW	STU	20												
CON	STU			1,897										
CON	183			356										
CON	LOC			119										
CON	STP				1,040									
CON	183				195									
CON	LOC				65									
CON	STU					1,006								
CON	183					188								
CON	LOC					62								
		237	253	2,372	1,300	0	1,256	0	0	0	0	0	0	
		Total FY2015-2018		4,162		Total FY2019-2022			1,256		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14200 *Speakman's Covered Bridge/Frog Hollow Rd SR:3047*

Return

LIMITS Hephzibah Hill Rd. over Buck Run

Est Let Date: 2/26/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Marlborough Township; East Fallowfield Township

FC: 9

AQ Code:S19

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

Speakman No. 1 Covered Bridge over Buck Run will be rehabilitated to current PENNDOT load requirements. The location of the project is near the West Marlborough and East Fallowfield township line along Buck Run in Chester County, where Frog Hollow Road crosses over Buck Run. The rehabilitation of the bridge will include removing the steel piers and footings; five steel plate girders will replace the current floor beams and all the timber deck and running boards will be replaced with new treated lumber. In addition, the roof system and wingwalls will be replaced. The guide rail on the southeast corner of the bridge, removed for construction, will be replaced at the completion of the project

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	HCB	1,442												
CON	TOLL													
CON	STU		828											
CON	TOLL													
CON	STU			317										
		1,442	828	317	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,587		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 14236 *Little Washington Road Bridge Over Culbertson Run SR:4006*

Est Let Date: 6/16/2016

LIMITS Over Culbertson Run

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

FC: 19

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing a bridge; reconstruct approach roadway; and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		487											
CON	581		168											
CON	581			1,894										
		0	655	1,894	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,549		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14251 *Chandler Mill Road Bridge Over West Branch of Red Clay Creek SR:7015*

LIMITS Over West Branch of Red Clay Creek

Est Let Date: 2/23/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Kennett Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County-owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	BOF	297												
FD	183	56												
FD	LOC	19												
ROW	TOLL													
ROW	BOF		51											
ROW	LOC		13											
CON	BOF					1,293								
CON	183					242								
CON	LOC					81								
		372	64	0	0	1,616	0	0	0	0	0	0	0	
		Total FY2015-2018			436	Total FY2019-2022				1,616	Total FY2023-2026			0

MPMS# 14261 *Church Road Bridge Over Valley Creek*

LIMITS Over Valley Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Replace Church Road over Valley Creek in Tredyffrin Township. This County owned bridge (#282) is structurally deficient (sufficiency rating of 32), functionally obsolete, and posted for 20 tons. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP		20											
CON	183		4											
CON	LOC		1											
		0	25	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			25	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14327 PA 926 Bridge Over Brandywine Creek SR:0926

LIMITS Over Brandywine Creek

Est Let Date: 5/21/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Birmingham Township; Pocopson Township

FC: 16

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

Current structure is failing and is posted. Bridge replacement and improve roadway approaches. Project also includes a structure over Radley Run.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	185	255												
UTL	185		255											
CON	STU	2,865												
CON	581	521												
CON	STU			7,627										
CON	581			1,916										
CON	STU					2,220								
CON	581					750								
		3,641	255	9,543	0	2,970	0	0	0	0	0	0	0	
		Total FY2015-2018		13,439		Total FY2019-2022			2,970		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14351 **Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek**

LIMITS On Camp Bonsul Road over Big Elk Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township; New London Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program (NHCB).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	HCB	252											
FD	183	47											
FD	179	16											
ROW	HCB		40										
ROW	183		8										
ROW	179		2										
CON	HCB					1,280							
CON	183					240							
CON	179					80							
		315	50	0	0	1,600	0	0	0	0	0	0	0
		Total FY2015-2018			365	Total FY2019-2022			1,600	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14354 **Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line SR:7205**

LIMITS Over Amtrak/SEPTA R5 Rail Line

Est Let Date: 2/4/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

The proposed project involves the replacement of a 4-span steel girder bridge, with minimal shoulders, with a minor improvement to the vertical crest which spans over active AMTRAK, CSX and Norfolk Southern rail lines in East Caln Twp. & the Borough of Downingtown, Chester County, PA. The new bridge will be on the same alignment and includes approximately 600 ft. of approach roadway reconstruction to provide vertical clearances over railroad tracks.

The existing bridge has a load limit of 16 tons, except combination loading is 30 tons. The 25 ft. clear roadway width is too narrow for two vehicles, and the steel girders extending above the deck surface create a hazard. The structure was recently closed because sections of concrete were falling off the bridge. The superstructure and substructure both have a poor condition rating. The structure has a sufficiency rating of 52. In addition, the salt contamination of the concrete over the years from salting of the highways in the winter does not support rehabilitation of this structure.

This bridge is part of PA Bicycle Route "L." The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	BOF		2,754												
CON	183		568												
CON	LOC		192												
CON	BOF			274											
CON	BOF			3,028											
CON	183			568											
CON	LOC			192											
		0	3,514	4,062	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			7,576	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14484 PA 41 Study SR:0041

LIMITS Delaware State Line to PA 926

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Londonderry Township; Avondale Borough; London Grove Township; FC: 14

AQ Code:X1

PLANNING AREA: Rural Area; Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

Adding Subcorr(s): 5A

Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks. See also MPMS #98096.

- PA 122 original amount \$5,000,000.00; current balance is \$ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.
- PA 173 original amount \$6,000,000.00; current balance is \$189,144.60 - Improve safety on PA-41 from US-30 to PA-926
- PA 357 original amount \$3,360,000.00; current balance is \$2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	SXF	4,311												
		4,311	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,311	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 14515 PA 100, Shoen Road to Gordon Drive (02L) SR:0100

LIMITS Shoen Road to Gordon Drive

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:42

MUNICIPALITIES: Uwchlan Township; West Whiteland Township

FC: 14

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

Adding Subcorr(s): 16A

This project provides for the existing 2-12' lanes and 10' shoulders to be reconfigured to 3- 11' lanes and 4' shoulders; the removal of inefficient jug handles and installation of dedicated left and right turn lanes; and storm water collection and management system, and sidewalk from Ship Road to Sharp Lane to connect with existing Uwchlan Trail System. An upgrade of traffic signals from Gordon Drive/Rutgers Drive to Shoen Road will include new supports, signal heads, actuation, emergency pre-emption and all electrical components. This project will retain the closed-loop system footprint between the intersections and the municipal building.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2011 annual memoranda on supplemental strategies for details related to this project. CMP Improvements in the form of the Lionville Park and Ride lot were completed in the initial phase of this project. ITS treatments for this section of roadway are complete and included in the US Route 202 ITS project, MPMS 64479, and contained in the PENNDOT Strategic Safety Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP*													
CON	TOLL													
CON	NHPP*													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14532 *US 30, Coatesville Downingtown Bypass Reconstruction Design SR:0030*

Return

LIMITS PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

MRPID:48

MUNICIPALITIES: Valley Township; Sadsbury Township; West Caln Township; West Sa **FC:**

AQ Code:2040M

PLANNING AREA: Growing Suburb; Rural Area; Developed Community

IPD: 1

PROJECT MANAGER: TSS/SPF

CMP: Minor SOV Capacity

Adding Subcorr(s): 7E

This project serves as the preliminary design phase of a project to reconstruct approximately 14 miles of mainline pavement; potential addition of through lanes and operational improvements as required by traffic analysis for the eastern section; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges at Airport Road); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined) to improve safety, reduce congestion, and upgrade deteriorating infrastructure. This project is for preliminary design only; final design, utility, right of way, and construction phases are identified in MPMS #87781 (Eastern section) and MPMS #84884 (Western section; 2013 estimated cost is \$250 million). Additional study work will be undertaken under this MPMS # to determine the appropriate approach to address new capacity and operational needs of the eastern section, as well as the western section as needed. The full length of the corridor is located in West Sadsbury Township, Sadsbury Township, Valley Township, Coatesville City, West Caln Township, Caln Township, East Caln Township, and Downingtown Borough.

Earmarks--SAFETEA DEMO #3172, PA ID# 504 - \$4,005,000 remaining; PA ID #146- \$3,075,000 remaining.

The overall corridor construction cost estimate is \$630 million.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	SXF	1,000												
PE	TOLL													
PE	SXF		6,000											
		1,000	6,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,000	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14541 *US 1, Baltimore Pike Widening SR:0001*

LIMITS Kennett Square Bypass to Greenwood Road

Est Let Date: 7/28/2016

IMPROVEMENT Roadway New Capacity

MRPID:44

MUNICIPALITIES: East Marlborough Township

FC: 12; 14

AQ Code:2020M

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 5A

Selective widening from two lanes in each direction to three lanes in each direction and relocate the School House Rd. intersection. Add left turn lanes on US 1 at School House Rd. and install new traffic signals.

Project CMP (Congestion Management Process) commitments include strategies such as improvements to the existing road network (safety and operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581	124												
FD	581		146											
CON	581			6,415										
		124	146	6,415	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,685	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 14580 *US 1 Expressway Reconstruction (Southern Section) SR:0001*

Return

LIMITS PA/MD State line - PA 896

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Oxford Township; Lower Oxford Township; Oxford Borough

FC: 2; 6; 8; 9; 12; 16; 17; 19

AQ Code:S10

PLANNING AREA: Rural Area; Developed Community

IPD: 4

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. See also MPMS #14581.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STU											3,764		
PE	581											941		
FD	NHPP												7,089	
FD	581												1,772	
		0	0	0	0	0	0	0	0	0	0	4,705	8,861	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			13,566

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14581 US 1 Expressway Reconstruction (Northern Section) SR:0001

Return

LIMITS PA 896 to Schoolhouse Road

Est Let Date: 3/3/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Penn Township; East Marlborough Township; Kennett Township; Lon FC: 6; 12; 14; 16; 17; 19

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/JMD

CMP: Minor SOV Capacity

Adding Subcorr(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Project is contained in Penn Twp., London Grove Twp, New Garden Twp., East Marlborough Twp. and Kennett Twp

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU	1,200											
PE	581	300											
PE	581				1,500								
PE	581					2,326							
FD	SPK-NH						6,000						
ROW	STU							5,574					
ROW	581							1,195					
UTL	STP							5,574					
UTL	581							1,195					
CON	TOLL												
CON	SPK-NH								24,000				
CON	STU									3,289			
CON	NHPP									1,568			
CON	TOLL												
CON	NHPP										825		
CON	TOLL												
CON	STU										1,884		
CON	NHPP											47,882	
CON	TOLL												
CON	STU												1,644
		1,500	0	0	1,500	2,326	6,000	13,538	24,000	4,857	2,709	49,526	0
		Total FY2015-2018		3,000		Total FY2019-2022		45,864		Total FY2023-2026		57,092	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14675 *Chester Valley Trail (Sec 2/3) - Phase 2*

LIMITS Old Eagle School Road to Route 29

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tredyffrin Township; Upper Merion Township; East Whiteland Towns **FC:**

AQ Code:A2

PLANNING AREA: Growing Suburb; Developed Community

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

Construction of a 7.6 mile multi-use regional trail from PA 29 and Matthews Rd in East Whiteland Township to King of Prussia in Upper Merion, Montgomery County. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes an underpass for Warner Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. The project is also a segment of a larger regional trail that will connect central Chester County with Valley Forge National Park and the Schuylkill River Trail. See #14663 and #16705 for other segments of the regional trail project.

\$112,000 TE funds were approved for CON/ROW during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The Chester Valley Trail is intended principally for transportation purposes, including trips to work, school, shops, and services. Phase I (MPMS #14663) will connect residential communities with major employment, school, retail, and service centers in Great Valley and Exton. Phase II (MPMS #14675) will connect residential communities with major employment, school, retail, and service centers at Great Valley and King of Prussia. The Chester Valley Trail will connect to the Chester Valley Trail Extension in Montgomery County (MPMS #16705) and will provide access for residential communities to major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs. The Extension (#16705) will further unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ		101												
CON	LOC		25												
		0	126	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			126	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14698 US 422, Reconstruction (M2B) SR:0422

Return

LIMITS East of Schuylkill River to East of Hanover Street

Est Let Date: 4/4/2019

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Also see MPMS #s 16738, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	581		3,700											
PE	581			6,096										
FD	581					7,224								
ROW	581					836								
UTL	581					597								
CON	SPK-NH						35,000							
CON	NHPP						26							
CON	581						288							
CON	SPK-NH							15,000						
CON	STU							2,365						
CON	NHPP							2,275						
CON	581							3,750						
CON	STP								581					
CON	STU								407					
CON	NHPP								2,808					
CON	581								2,437					
		0	3,700	6,096	0	8,657	35,314	23,390	6,233	0	0	0	0	
		Total FY2015-2018			9,796	Total FY2019-2022			73,594	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979 Paoli Trans Ctr Rds Improvements/Darby Rd Bridge SR:0030

LIMITS US 30, Lancaster Avenue/North Valley Road/Central

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:R1

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

Adding Subcorr(s): 7D

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

A final alternative for the bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185	2,122											
FD	STU				2,037								
FD	581				510								
FD	STU							732					
ROW	185		3,352										
ROW	581			2,542									
ROW	185			710									
ROW	581				500								
UTL	581	100											
UTL	581			1,822									
UTL	581				358								
UTL	STU						706						
UTL	581						176						
CON	581					9,391							
CON	581									9,714			
		2,222	3,352	5,074	3,405	9,391	882	732	0	9,714	0	0	0
		Total FY2015-2018		14,053		Total FY2019-2022		11,005		Total FY2023-2026		9,714	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 57659 French Creek Parkway - Phase 1 SR:0000

LIMITS Main Street to Taylor Alley

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:41

MUNICIPALITIES: Phoenixville Borough

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/H. Freed

CMP: Major SOV Capacity

Adding Subcorr(s): 9B

This project is the first phase of the design and construction of French Creek Parkway. It will provide a roadway connection between Main St. and Taylor Alley in the Borough of Phoenixville, and include a new traffic signal, a new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network. It is the first phase of the French Creek Parkway Master Plan and will support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

SAFETEA-LU Earmark # 1336 (PA ID #387) \$4 million

SAFETEA-LU Earmark #4771 (PA ID #587) \$1 million

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TOLL												
FD	SXF	325											
ROW	TOLL												
ROW	SXF			40									
UTL	TOLL												
UTL	SXF			25									
CON	TOLL												
CON	SXF				2,817								
CON	STU				2,978								
		325	0	65	5,795	0	0	0	0	0	0	0	0
		Total FY2015-2018		6,185		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 57664 Newark Road Intersection Improvements SR:3033

LIMITS At Hillendale Road

Est Let Date: 10/20/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC: 17

AQ Code:R1

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

Adding Subcorr(s): 5A

SR 3033 (Newark Rd) will be widened to add a left turn lane for the SB Newark to Hillendale Rd turn movement, and widened shoulders to meet criteria and improve sight distance. There are no existing or proposed pedestrian or bike facilities.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	110												
FD	581	28												
ROW	STU	64												
ROW	581	17												
UTL	STU	60												
UTL	581	16												
CON	581		113											
CON	581			1,064										
CON	581				871									
CON	581					370								
		295	113	1,064	871	370	0	0	0	0	0	0	0	
		Total FY2015-2018			2,343	Total FY2019-2022				370	Total FY2023-2026			0

MPMS# 57684 PA 82 Bicycle/Pedestrian Trail

LIMITS PA 926 to Mill Road

Est Let Date: 5/19/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Marlborough Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Unionville Road will be widened to provide bike lanes in the northbound and southbound directions between Route 926 to the south and Doe Run Road to the north. The proposed bicycle lanes are intended principally for transportation purposes, including trips to work, school, shops, and services, especially the Unionville High School and Charles F. Patton Middle School which are within the project limits.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	TOLL													
UTL	CAQ	310												
CON	TOLL													
CON	CAQ			1,382										
CON	TOLL													
CON	CAQ				491									
		310	0	1,382	491	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,183	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 59434 **Schuylkill River Trail (Q20)**

LIMITS Township Line Road to US 422 over Schuylkill River

Est Let Date: 6/22/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Spring City Borough; East Coventry Township; East Pikeland Townsh **FC:**

AQ Code:A2

PLANNING AREA: Developed Community; Growing Suburb

IPD: 3

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include MPMS #61885.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ			3,358										
CON	TOLL													
CON	CAQ				5,000									
		0	0	3,358	5,000	0	0	0	0	0	0	0	0	
		Total FY2015-2018		8,358		Total FY2019-2022			0		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 61690 Uwchlan Township Trails - Phase II SR:0000

Return

LIMITS Along Sheree Boulevard

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Uwchlan Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/DVRPC/J. Briggs CMP: Not SOV Capacity Adding

Construction of 3 mile asphalt sidepath, 6.5' wide, adjacent to Sheree Boulevard.

In the spring of 2000 this project was recommended for funding through the Transportation Enhancements Program. \$885,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		905											
CON	TOLL													
		0	905	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			905	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 61885 **Schuylkill River Trail (Q42) SR:0000**

LIMITS Schuylkill River Canal Tow Path in Mont Clare to Ashland Street in Phoenixville Borough

Est Let Date: 12/14/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 9B

Construction of a multi-use path within the right-of-way of the SR 29 bridge between the Schuylkill Canal Tow Path in Mont Clare - Upper Providence Township, Montgomery County and Ashland Street in Phoenixville Borough, Chester County. The project will modify the Mont Clare Bridge to turn the current five foot wide sidewalk on the bridge into a ten foot wide multi-use path to be consistent with the rest of the trail.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	LOC	248												
UTL	LOC		64											
CON	CAQ			275										
CON	LOC			68										
CON	CAQ				490									
CON	LOC				123									
		248	64	343	613	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,268	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64220 US 422 Expressway Reconstruction (M03) SR:0422

Return

LIMITS Keim Street to PA 724 Interchange

Est Let Date: 10/8/2020

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased shoulder widths and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	581						3,690								
ROW	TOLL														
ROW	STU							696							
UTL	TOLL														
UTL	STU							696							
CON	TOLL														
CON	STU										9,399				
CON	185										23,704				
CON	581											7,072			
		0	0	0	0	0	3,690	1,392	0	0	33,103	7,072	0		
		Total FY2015-2018				0	Total FY2019-2022				5,082	Total FY2023-2026			40,175

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64498 US 202, Exton Bypass to Route 29 (Section 330-Mainline) SR:0202

LIMITS Exton Bypass to Little Valley Creek Bridge

ctl Let Date: 10/18/2012

IMPROVEMENT Roadway New Capacity

MRPID:43

MUNICIPALITIES: East Whiteland Township

FC: 12; 16

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 8C

This project involves widening and reconstruction of approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge. In addition, improvements will be made at the SR 401 interchange area, which include widening SR 401 between the ramp intersections, along with the installation of traffic signals at the ramps. An additional lane and shoulder in each direction will be added within the existing grass median along the mainline. Widening of SR 401 will occur between ramps. Additional left and right turn lanes will be added along SR 401 to accommodate ramp turning movements. There will be no bike/ped facilities along the Limited Access Highway portion, however Chester County's future Chester Valley Trail will cross beneath the highway approximately one-half mile south of the SR202/SR401 Interchange through a proposed culvert. To accommodate pedestrians and bicyclists using the future Chester Valley Trail, the existing 3-span bridge crossing over the trail will be replaced with a continuous pre-cast arch culvert approximately 250' in length and will be paved within the states right-of-way. Also included is the construction of SWM basins and installation of sound barrier walls. Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp intersections.

This project is coordinated with MPMS #64494 (Section 320 construction), MPMS #84410 (Section 300 CMP Commitments), and MPMS #14675 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #64493 and #65613) and 2 mainline reconstruction sections (MPMS #64494 and #64498).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project. (Many CMP commitments are also relevant for US 202 Section 400.) Also see MPMS #84410 for the CMP package of transit services for this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU		3,700											
CON	TOLL													
CON	NHPP			3,756										
		0	3,700	3,756	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,456	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 69917 PA 41, Gap Newport Pike Bridge Over Valley Creek SR:0041

LIMITS Over Valley Creek

Est Let Date: 6/18/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

FC: 2; 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 12.0' of fill. It is not considered historical. The existing sufficiency rating is 44.7. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right (total 52'). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately ½ mile (includes SR 41/Section NPP) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	581	493													
CON	NHPP		500												
CON	581		702												
CON	NHPP			500											
		493	1,202	500	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,195	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 69918 PA 41, Gap Newport Pike Bridge Over Officers Run SR:0041

LIMITS Over Officers Run

Est Let Date: 6/18/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

This project is the replacement of an existing single span reinforced concrete T-beam bridge with a spread box beam widening on the left side with a prestressed concrete spread box beam bridge. It is not considered historical. The existing sufficiency rating is 76.4. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' with varying shoulders (8' to 10') and has a variable width raised mountable median providing for a minimum of 51'-3" curb-to-curb. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right and a 15' median providing an 11' turn lane and a 4' painted traffic separator (total 70'-4 ½"). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately ½ mile (includes SR 41/Section VCB) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		500												
CON	581		665												
CON	NHPP			500											
CON	581			4,891											
		0	1,165	5,391	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			6,556	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 69919 PA 372, Lower Valley Road Bridge Over Officers Run SR:0372

LIMITS Over Officers Run

Est Let Date: 6/23/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project involves replacing the bridge carrying Newport Pike (near SR 41) over Officers Run. It is the replacement of an existing two span reinforced concrete slab bridge with a prestressed concrete adjacent box beam bridge. It is not considered historical. The existing sufficiency rating is 17.5. The structure currently has an ADT of 4,532 with 12% trucks. The existing lane widths are 12' lanes and 4' shoulders (total approx. 32'). The proposed structure will have 12' lanes with 5' shoulders on each side (total 34'). Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	300											
CON	185		2,731										
		300	2,731	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		3,031		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 71197 Sadsburyville Village Enhancement Plan (HTSSRS) SR:4001

LIMITS Lincoln Highway at Old Wilmington Road

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Sadsbury Township

FC: 17

AQ Code:A2

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: EE/DVRPC/J. Briggs

CMP: Not SOV Capacity Adding

Streetscape program to improve pedestrian safety and to beautify Lincoln Highway (Bus. Rt 30) in Sadsburyville (Sadsbury Township, Chester County) through the introduction of sidewalks, crosswalks, street trees and traffic calming elements.

The Sadsburyville Village Traffic Enhancement Project involves the provision of improvements along a portion of Lincoln Highway (Business Route 30) to increase pedestrian safety and mobility within the historic village of Sadsburyville, Sadsbury Township, Chester County, PA. The scope of the traffic enhancements include the installation of sidewalks, crosswalks, curb extensions and bulb outs, traffic islands, and tree planting. These improvements, along with lane re-striping, will facilitate on-street parking, while reducing vehicle speeds, increase pedestrian mobility, and generally improve the streetscape in this village.

\$436,250 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU	436											
CON	STP		216										
		436	216	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		652		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 72912 **West Grove Community Streetscape (HTSSRS)**

LIMITS Evergreen Avenue/Prospect Avenue/Exchange Place

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: West Grove Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

This project will provide for pedestrian improvements in the Central Business District within West Grove Borough along Evergreen Avenue, Prospect Avenue and Exchange Place. Improvements include sidewalk replacement, crosswalks, lightning, street furniture and street trees.

Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible. This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU		1,017												
CON	STU			203											
		0	1,017	203	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		1,220			Total FY2019-2022				0				Total FY2023-2026		0

MPMS# 77457 **Church Street Streetscape (TE)**

LIMITS Chestnut Street to Miner Street

Actl Let Date: 5/2/2013

IMPROVEMENT Streetscape

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8B

The project will replace aging deteriorated streetscape infrastructure in downtown West Chester. It will include installation of new sidewalks, curbs, pedestrian style street lighting, street furniture, street trees, planters, handicap ramps, storm water inlets where necessary.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$849,052 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	130													
		130	0	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		130			Total FY2019-2022				0				Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 78521 Sunnyside Rd o/Octoraro Rd.

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: FC: AQ Code:S19

PLANNING AREA: IPD:

PROJECT MANAGER: CMP:

This project is a retro-reimbursement to replace the Sunnyside Road over Octoraro Road Bridge. The new bridge is a 56 foot single span, prestressed concrete box beam superstructure on reinforced concrete abutments. In addition, the new unrestricted bridge has a standard safety section parapet, approach guiderail, and safely accommodates two-way traffic along Sunnyside Road. As a part of the bridge construction, the roadway profile was adjusted and the bridge was raised to meet the requirements of the PUC Order for clearance over the East Penn Railway track below.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	183		27												
ROW	LOC		7												
CON	183					976									
CON	LOC					244									
		0	34	0	0	1,220	0	0	0	0	0	0	0		
		Total FY2015-2018			34	Total FY2019-2022				1,220	Total FY2023-2026				0

MPMS# 80042 PA 100, Corridor Safety Improvements SR:0100

LIMITS Hanover Street to Font Road No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: South Coventry Township; Upper Uwchlan Township; West Vincent T FC: 2; 14 AQ Code:S6

PLANNING AREA: Rural Area; Growing Suburb IPD: 0

PROJECT MANAGER: TSS/M. Saintval CMP: Not SOV Capacity Adding Adding Subcorr(s): 16A

The DVRPC PA 100 Corridor Safety Study identified necessary safety improvements along the Route 100 Corridor in five townships of Chester County to help reduce the incidents of speeding and the number of accidents. The police pull out, climbing lane, and Dynamic Message Sign improvements are planned measures to slow motorists down in order to reduce the number of "hit fixed objects" accidents that occur within this corridor due to drivers travelling "too fast for conditions". The SR 0023 and SR 0100 intersection improvements will be designed to reduce the number of angle and rear-end crashes that occur at this location, especially due to factors such as PM peak hour traffic congestion and intersection geometry. Locations: PA 100 N & S. Coventry, E. Nantmeal, W. Vincent & Upper Uwchlan Twps. Corridor Safety Improvements. 9.36 (miles). Companion with MPMS #80044.

FD (\$450,000 estimate), ROW (\$450,000 estimate), and CON (\$6,500,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	HSIP	477													
ROW	TOLL														
ROW	HSIP	151													
CON	HSIP														
		628	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			628	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 80049 Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)

LIMITS Over Trout Run Creek

Est Let Date: 4/16/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8C

Replace Thompson's Bridge on Walker Road over Trout Run Creek in Tredyffrin Township. This County owned bridge (#301) is structurally deficient (sufficiency rating of 4), functionally obsolete, and posted for 15 tons. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	679												
CON	183	127												
CON	LOC	43												
CON	STU		71											
CON	183		14											
CON	LOC		4											
		849	89	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			938		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 80101 PA 52, Wawaset/Unionville Road South Roundabout SR:0052

LIMITS At Wawaset Road and Lenape Unionville Road

Actl Let Date: 11/7/2013

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pocopson Township

FC: 16

AQ Code:R1

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity

This project will include the design and construction of a one lane roundabout to improve the safety and operations at the intersection of PA 52, Wawaset and Lenape Unionville Roads in Pocopson Township. The proposed improvements will consist of reconfiguring the existing intersection to a roundabout and shifting the existing Pocopson Home driveway.

The township will be responsible for 100 % engineering and right-of way.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	589												
		589	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			589		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 81286 *Creek Rd o/ E Brandywine (PA 282) (Bridge)*

LIMITS Chester County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Wallace Township

FC: 7

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the East Brandywine Creek on Creek Road north of Fairview and Indiantown Roads in Wallace Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	291											
ROW	185		54										
UTL	185			13									
CON	BOF					1,048							
CON	185					262							
		291	54	13	0	1,310	0	0	0	0	0	0	0
		Total FY2015-2018			358	Total FY2019-2022			1,310	Total FY2023-2026			0

MPMS# 84410 *US 202, Section 300 CMP Commitments (Transit)*

LIMITS R5/Paoli - Thorndale

No Let Date

IMPROVEMENT Transit Improvements

MRPID:43

MUNICIPALITIES:

FC: 12

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8B, 8C, 16A

This project includes bus transit services and select regional rail (SEPTA Paoli-Thorndale) trips that are Congestion Management Process (CMP) commitments for the US 202 Section 300 project. The transit services are provided to help reduce the number of peak-hour, single occupancy vehicle trips through the US 202 Section 300 Corridor during construction. The bus routes include SEPTA 204, SEPTA 205, SEPTA 306, Beeline and Cruiseline East. This project is coordinated with MPMS #64494 (Section 320 construction), MPMS #64498 (Section 330 construction), and MPMS#14675 (Chester Valley Trail, Phase 2).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	TOLL												
PE	STU	1,500											
PE	TOLL												
PE	STU		1,550										
		1,500	1,550	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			3,050	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 84884 US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Return

LIMITS US 30, from PA10 to Reeceville Rd.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Coatesville City; Downingtown Borough

FC: 6; 12; 14; 16;
17; 19

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 7E

The purpose of this project is reconstruction of mainline pavement; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and/or ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, and incident detection); and minor improvements to parallel arterial routes (to be determined). This project includes the upgrading of the Airport Road interchange to a full interchange. This project is for the final design, right-of-way, utility and construction phases of the western section. MPMS 14532 provides for the preliminary design portion of this project and the eastern section, as well as additional study work to determine the approach to address further needs of the eastern (MPMS #87781) and western sections.

The overall corridor construction cost estimate is \$630 million.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU						8,070						
FD	581						2,269						
ROW	581							2,280					
UTL	581							760					
CON	SPK-NH							50,000					
CON	581							20,503					
CON	SPK-NH								50,000				
CON	581								7,826				
CON	NHPP									50,485			
CON	581									23,241			
CON	NHPP										50,000		
CON	581										29,222		
CON	NHPP											9,826	
CON	581											18,044	
		0	0	0	0	0	10,339	73,543	57,826	73,726	79,222	27,870	0
		Total FY2015-2018			0	Total FY2019-2022			141,708	Total FY2023-2026			180,818

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 84961 Yellow Springs Parking & Street Enhancement (TCSP)

LIMITS Historic Yellow Springs

Est Let Date: 3/26/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S6

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

This proposed project will provide for parking and street enhancements in the historic village of Yellow Springs. These improvements include eliminating the often dangerous on the street (parallel parking) on Art School Road; adding a pedestrian walkway so that visitors can safely cross the street when visiting historic Yellow Springs (HYS) or the Chester Springs Library; adding at grade handicap access to the Lincoln Building and other facilities. This will provide accessibility and safety to our constituents of all ages, and the improved parking will help HYS attract new constituents. The primary goal of this project is to improve access and safety through street parking enhancements to this 286-year old village. These enhancements will help the organization grow by attracting new visitors while providing improved and safer walkways, streets and parking for our current constituents.

\$20,000 DEMO from PA ID #720 available for this project. \$133,380 FY2009 TCSP funds has been awarded to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	152												
CON	TOLL													
CON	SXF	20												
		172	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			172	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85949 SR 896 Safety Improvements

LIMITS PA 896, Elbow Lane to Shepherd Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:S6

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; installing appropriate signage along PA Route 896; improving drainage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is \$13,218,000.

FD (\$1,200,000 estimate), ROW (\$1,000,000 estimate), UTL (\$250,000 estimate), and CON (\$8,200,000 estimate) will be drawn from MPMS #57927 at the appropriate time. FY10 - Regional Safety Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	HSIP		550											
FD	TOLL													
FD	HSIP	473												
FD	TOLL													
FD	HSIP			800										
CON	HSIP													
		473	550	800	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,823	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86064 *Hadfield Road Bridge Over Beaver Creek (CB #244)*

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is structurally deficient (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STP		20											
PE	183		4											
PE	LOC		1											
ROW	BOF		44											
ROW	183		9											
ROW	LOC		2											
CON	BOF				927									
CON	183				174									
CON	LOC				58									
		0	80	0	1,159	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,239	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 86306 *Indian Run Drive over Indian Run bridge*

New

LIMITS Indian Run Drive over Indian Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Wallace Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A

This project is for the ROW phase of the Indian Run Drive over Indian Run bridge replacement that is part of the statewide P3 Rapid Bridge Replacement.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	S581	3												
		3	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86696 Watermark Road Bridge Over Muddy Run (CB #21)

LIMITS Over Muddy Run

Est Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the bridge on Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6. This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	BOF	282													
FD	183	53													
FD	LOC	18													
ROW	BOF		44												
ROW	183		9												
ROW	LOC		2												
UTL	BOF		44												
UTL	183		9												
UTL	LOC		2												
CON	183			2,268											
CON	LOC			119											
		353	110	2,387	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,850	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86698 **Osborne Road Bridge Over Beaver Creek**

LIMITS Over Beaver Creek

Est Let Date: 11/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Caln Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Osborne Road Bridge over Beaver Creek in Caln Township. This is a single-lane, locally owned bridge that is structurally deficient (sufficiency rating of 24), functionally obsolete, and currently posted at 8 tons. The bridge has the following condition ratings: deck - 6, super - 4, sub - 5. The bridge provides the local access between State Route 340 and US Route 322.

This project was included in the Bridge Bill (2004, Act 145, pg 345, ID LB4) and is eligible for state bridge funding. The BMS number is 15710101200001. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU	798											
CON	183	150											
CON	LOC	49											
CON	STU		520										
CON	183		97										
CON	LOC		33										
		997	650	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,647		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 87781 US 30, Coatesville Downingtown Bypass (CER-Eastern Section)

Return

LIMITS US 30, from East of Reeceville Rd Interchange to Quarry Rd.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17;
19

AQ Code:2040M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 7E

The purpose of this project is reconstruction of mainline pavement; potential addition of through lanes and capacity enhancements between PA 113 and PA 340 (as determined by traffic analysis); reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined). This project provides for the final design, right-of-way, utility, and construction phases of the eastern section of the Coatesville-Downingtown Bypass Reconstruction.

MPMS #14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #84884 contains the construction of the western section.

The overall corridor construction cost estimate is \$630 million.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STU											10,522			
FD	581											2,630			
ROW	NHPP												2,114		
ROW	581												529		
UTL	NHPP												705		
UTL	581												176		
		0	0	0	0	0	0	0	0	0	0	13,152	3,524		
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026			16,676

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 90612 *Boot Road o/ Amtrak (Bridge)*

LIMITS East Caln Township, West of Quarry Rd intersection

Est Let Date: 5/14/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Caln Township

FC: 16

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

This project involves rehabilitating or replacing the state bridge over Amtrak on Boot Road near Quarry Road in East Caln Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	133												
FD	185	535												
ROW	185	281												
UTL	185	563												
CON	185							6,182						
		1,512	0	0	0	0	0	6,182	0	0	0	0	0	
		Total FY2015-2018			1,512	Total FY2019-2022				6,182	Total FY2023-2026			0

MPMS# 92146 *State Road o/ Elk Creek*

Return

LIMITS North of Reisler Road and South of Rogers Road over Little Elk Creek on State Road.

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township

FC: 8

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: TSS/SH

CMP: Not SOV Capacity Adding

This is a bridge replacement and associated roadway approach reconstruction, plus guiderail and drainage improvements.

Design is being done under MPMS# 88706.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP					764								
CON	185					191								
		0	0	0	0	955	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				955	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 92319 SR 422 Sinkhole Repairs

Return

LIMITS From First Avenue to the PA Turnpike

No Let Date

IMPROVEMENT

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER:

CMP:

The repairs include compaction grouting, pavement milling and overlay, concrete pavement stabilization measures, and geo-textile lining of the median.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	170												
		170	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			170	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 92733 Downingtown Pk over/E Branch Brandywine (Bridge)

LIMITS East Bradford Township, west of Sugar Bridge Road

Est Let Date: 2/17/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over the East Branch of the Brandywine Creek on Downingtown Pike between Sugar Bridge Road and Skelp Level Road in Townships. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	106												
FD	185	477												
ROW	185		273											
UTL	185			281										
CON	185								4,567					
		583	273	281	0	0	0	0	4,567	0	0	0	0	
		Total FY2015-2018			1,137	Total FY2019-2022				4,567	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95366 US 202 over AMTRAK

LIMITS

Est Let Date: 8/27/2015

IMPROVEMENT Bridge Repair/Replacement

MRPID:43

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7D, 8C

This project involves the rehabilitation of the Route 202 bridges spanning Amtrak located just south of the S.R. 0202/US 30 Exton Bypass Interchange in West Whiteland Township. The proposed work consists of full deck replacement including new expansion joints, parapets, scuppers, downspouts, and approach guide rail transitions. Additional work includes new approach slabs; painting steel girders, as needed; repair of pier caps (Piers 3 and 5) and abutment stems (far abutment), as needed, and steel girder retrofits and/or strengthening details, localized re-grading, replacement of the slope wall in front of the near abutment, and replacement of the existing concrete crib wall along Dunwoody Drive. Also included in this project is the relocation of a section of fiber optic cable and the replacement of four (4) existing DMS (panels only) to be functionally consistent with other LED signs along the corridor.

This project is a breakout of US 202, Section 320 and 330 (MPMS #64494).

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP	4,949											
CON	TOLL												
CON	NHPP		5,989										
CON	TOLL												
CON	STP			1,781									
CON	TOLL												
CON	STU			406									
CON	TOLL												
CON	NHPP			7,975									
		4,949	5,989	10,162	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		21,100		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

LIMITS Est Let Date: 7/12/2018
IMPROVEMENT Intersection/Interchange Improvements MRPID:39
MUNICIPALITIES: Various FC: 14; 16 AQ Code:R1
PLANNING AREA: IPD: 0
PROJECT MANAGER: Gannett/V. Genua **CMP:** Minor SOV Capacity Adding Subcorr(s): 8A

This project includes improvements that will help reduce congestion and increase safety at the intersection of US 202 and SR 926 through lane reconfigurations, striping, upgrades to the traffic signal, signal timing, and bicycle and pedestrian improvements. The roadway improvements for this intersection include installation of a southbound right-turn deceleration lane on US 202 and an additional eastbound left-turn lane on SR 926, creating a double left-turn configuration along the eastbound approach onto Route 202 NB. Pedestrian and bicycle intersection improvements include physical upgrades such as high-visibility crosswalks, ADA ramps, pedestrian landings, sidewalk extension from intersection east to Dalmally Dr, as well signal equipment upgrades for pedestrian push buttons, countdown signal heads, and lighting.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP		468											
FD	581		131											
ROW	STP			45										
ROW	581			11										
UTL	STP			90										
UTL	581			23										
CON	STP				1,113									
CON	581				278									
		0	599	169	1,391	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,159	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 96241 US 202/Boot Road Interchange Area Adaptive Signal Control

LIMITS Boot Road/US 202 interchange vcl Let Date: 10/24/2014
IMPROVEMENT Signal/ITS Improvements
MUNICIPALITIES: West Goshen Township FC: 16 AQ Code:2017M
PLANNING AREA: Growing Suburb IPD:
PROJECT MANAGER: HNTB/N. Velaga **CMP:**

A Traffic Adaptive Signal Control System will be implemented at the Boot Road/US Route 22 interchange, including the intersections of US 202 and Greenhill Road (SR 2018) with Boot Road (SR 2020). Additional signal improvements include optimized signal timings, coordination of Boot Road from the US Route 202 Ramps to Greenhill Road, and the US Route 202 Southbound Off-Ramp pre-emption to prevent vehicles from queuing onto the U.S. Route 202 mainline.

This project was awarded \$244,000 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ	75												
		75	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			75	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98004 East Whiteland Township Signal Backup (ARLE 3)

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to install battery back-up plugs at intersections in order to connect generator during power outages. The intersections are: Route 29 & Swedesford Road, Route 29 & Liberty Boulevard, Route 29 & Valley Stream Parkway, Route 29 & Great Valley Parkway, Route 29 & Atwater / General Warren, Swedesford Road & Route 202 Ramps A & B, Swedesford Road & Valley Stream Parkway, Swedesford Road & West Liberty, West Liberty & Old Moorehall Road, Route 30 & 202 Northbound Ramps, Route 30 & 202 Southbound Ramps, Route 30 & Phoenixville Pike, Route 30 & United Artist, Route 30 & Planebrook Road, Route 30 & Route 352, Route 30 & Church Road, Route 30 & Malin Road, Route 30 & Deerfield, Route 30 & Old Lincoln Highway, Route 30 & Route 401, Route 352 & King Road, Route 401 & Moores Road, Route 401 & Mill Lane, Route 401 & Swedesford Road / Malin Road, Route 401 & Phoenixville Pike.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 (2012 ARLE funds) award: \$10,225. Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	10													
		10	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			10	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98096 PA 41 & Newark Rd Improvements

New

LIMITS PA 41 and Newark Road Intersection

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC:

AQ Code:R1

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: EE/M. Saintval

CMP: Minor SOV Capacity

Proposed improvements for the PA 41 and Newark Road intersection include the addition of left-turn lanes on the Newark Road approaches to PA 41 and the retiming of traffic signals.

PE activities are being completed under MPMS# 14484.

PA 122 original amount \$5,000,000.00; current balance is \$ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.

PA 173 original amount \$6,000,000.00; current balance is \$189,144.60 - Improve safety on PA-41 from US-30 to PA-926

PA 357 original amount \$3,360,000.00; current balance is \$2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	TOLL														
FD	SXF	100													
FD	TOLL														
FD	SXF		150												
ROW	TOLL														
ROW	SXF		600												
ROW	TOLL														
ROW	SXF			45											
UTL	TOLL														
UTL	SXF			50											
CON	STU			204											
CON	581			51											
CON	TOLL														
CON	SXF				1,000										
		100	750	350	1,000	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,200	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98223 *Creek Road over Pickering Creek*

LIMITS Thompson Davis Bridge No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township **FC:** AQ Code:S19

PLANNING AREA: Growing Suburb IPD: 1

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 9B

This project is a replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54 ft. single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day. This Project was listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	240											
PE	LOC	60											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		300				0				0			

MPMS# 98224 *Spring City Road over Stony Run*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township **FC:** AQ Code:S19

PLANNING AREA: Growing Suburb IPD: 1

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 9A

This project is a rehabilitation/replacement of a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons. Combination. This 34.5 ft., adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day. This project was included in the 2008 Bridge Bill (Act 96, pg 96).

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183				240								
PE	LOC				60								
		0	0	0	300	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		300				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102292 SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)

ARLE

LIMITS Intersection of SR 0100/Temple Road/Glocker Way

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 16A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade a traffic signal at the intersection of SR 0100/Temple Road/Glocker Way in North Coventry Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$51,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	51													
		51	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			51	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 102293 SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)

ARLE

LIMITS Lancaster Avenue (SR 0030) between Bear Hill Road/Leopard Road (SR 0252) and Plank Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Minor SOV Capacity

Adding Subcorr(s): 7D

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade eight (8) existing signalized intersections for adaptive traffic control through the center of Paoli along Lancaster Avenue (SR 0030) between Bear Hill Road/Leopard Road (SR 0252) and Plank Avenue, including two signals along SR 0252 between the Paoli Shopping Center Access and East Central/Friendship Drive, in Tredyffrin Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$564,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	564													
		564	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			564	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102294 SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)

ARLE

LIMITS Lancaster Avenue (SR 30) between SR 202 and SR 29

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township

FC:

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Minor SOV Capacity

Adding Subcorr(s): 7D

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install an adaptive signaling system along Lancaster Avenue (SR 30) between SR 202 and SR 29 in East Whiteland Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$445,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	445												
		445	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			445	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102295 Parker Ford Safety Improvements (ARLE 4)

ARLE

LIMITS Intersection of New Schuylkill Road (SR 00724)/Bethel Church Road (SR 1035)/Linfield Road (SR 1035)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: East Coventry Township

FC:

AQ Code:S6

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to replace, relocate, and modernize the traffic signal at the intersection of New Schuylkill Road (SR 00724)/Bethel Church Road (SR 1035)/Linfield Road (SR 1035) in East Coventry Township. Funds will also provide for geometric improvements to the intersection in order to eliminate awkward maneuvers, facilitate better maneuverability, and enhance safety.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$185,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102379 *Resurfacing of Rt. 30*

LIMITS SR 0252 (Bear Hill / Leopard Rd) to Del. Co. Line

Actl Let Date: 6/5/2014

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Tredyffrin Township; Easttown Township

FC:

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: Maint./L. Ryan

CMP:

Route 30 will be resurfaced from Route 252/Bear Hill/Leopard Roads (SR 0252, Segment 0600/0601 Offset 000) to the Delaware County Line Segment 0680/0681 offset 2864 in Tredyffrin and Easttown Townships. Total construction cost is approximately \$3.6 million.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-SH	1,800											
		1,800	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,800		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 102586 *Knox Covered Bridge*

New

LIMITS Valley Forge National Park

Est Let Date: 2/26/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project is for the rehabilitation of the structurally deficient (SD) Knox Covered Bridge in Tredyffrin Township, Chester County. Located in Valley Forge National Park, the bridge is an important crossing of Valley Creek carrying nearly 2,000 vehicles daily. The bridge requires extensive repairs to the deck and approaches in order to remain in service.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	STU		600										
		0	600	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		600		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102832 *Kennett and New Garden Townships Sidewalk Project (TAP)*

LIMITS Scarlett Rd. to McFarlane Rd.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Kennett Township; New Garden Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This project will provide for the installation of sidewalks along the identified roadways, so pedestrians can access schools, health centers, social services, recreation centers, businesses, stores and restaurants in a safe manner. The main reason for this project is to provide safe pedestrian pathways for residents of the community to walk to and from their houses and businesses. The proposed limits of the 5' wide sidewalks are along 1) W. Baltimore Pike at Mill Road west to the Penns Manor Subdivision (Penns Manor Drive); 2) along West Cypress Street at S. Mill Road west to Scarlet Road; 3) Along Rosedale Road from McFarlan Road west to Kennett HS Athletic Fields; and 4) along McFarlan Road from Rosedale Road to Granite Ridge subdivision.

\$850,000 Regional TAP funds were approved during 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU	850												
		850	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			850	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102833 *Village of Eagle Trail Connections (TAP)*

LIMITS Pottstown Pike in Upper Uwchlan Twp

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Uwchlan Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP:

This project will provide for new multi-use trail and sidepath connections along the frontage of the Upland Farms property along Route 100 and Little Conestoga Road (SR 4016) as part of the Upland Farms and Park Road Trail Connections.

The multi-use trail connections that will be developed are part of Upland Farms Park Connection (the north-south spine of the Township's trail and sidewalk network and a critical connection to the Village of Eagle) and are as follows: an 8-foot wide asphalt multi-use trail on the west side of Pottstown Pike (SR 0100) between Upland Farm Park Driveway (near the northern intersection of Pottstown Pike and Graphite Mine Road) and Darrell Drive (Approximately 325 feet in length); and a 6-foot wide asphalt sidepath on the west side of Pottstown Pike (SR 0100) between Darrell Drive and the northern terminus of the existing sidepath at the Reserve at Waynebrook Development (Approximately 200 feet in length).

The new sidepaths that will link with existing sidepaths (for bicyclists only) are part of the Park Road Trail Connection (the east-west spine of the Township's bicycle and pedestrian network) and are as follows: a 6-foot wide asphalt sidepath on the west side of Pottstown Pike (SR 0100) between the southern terminus of the existing sidepath at Reserve at Waynebrook Development and Park Road (T523) (Approximately 750 feet in length); and a 6-foot wide asphalt sidepath on the north side of Little Conestoga Road (SR 4016) between Park Road (T523) and the eastern terminus of the existing sidepath in front of Marsh Creek Signs (Approximately 475 feet in length).

\$560,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	560											
		0	560	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			560	Total FY2019-2022			0	Total FY2023-2026			0

MPMS# 103210 *Hillendale Road Grade Crossing*

New

LIMITS Between Fairville Road and Virginia Plaza

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5A

This project will install a railroad warning device at the Hillendale Road grade crossing which is located between Fraiwillve Road and Virginia Plaza in Pennsbury Township, Chester County and serves the Octoraro Branch of the East Penn Railroad. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RRX	191											
		191	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			191	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103212 *Fairville Road Grade Crossing*

New

LIMITS Between US 1 and Sunny Ridge Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5A

This project will install a railroad warning lights at the Fairville Road grade crossing which is located between US 1 and Sunny Ridge Lane in Pennsbury Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RRX	212											
		0	212	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		212				0				0			

MPMS# 103213 *Bayard Road Grade Crossing*

New

LIMITS Between Hillendale Road and Rosedale Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install a railroad warning lights at the Bayard Road grade crossing which is located between Hillendale Road and Rosedale Road in Kennett Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RRX	225											
		0	0	0	225	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		225				0				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103214 Hickory Hill Grade Crossing

New

LIMITS Hillendale Road and PA 52

Est Let Date: 5/19/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install a railroad warning lights at the Hickory Hill grade crossing which is located between Hillendale Road and PA 52 in Kennett Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
CON	RRX			219																
		0	0	219	0	0	0	0	0	0	0	0	0							
Total FY2015-2018		219			Total FY2019-2022				0				Total FY2023-2026				0			

MPMS# 103215 Chambers Road Grade Crossing

New

LIMITS Between Hillendale Road and Baltimore Pike

Est Let Date: 6/16/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5A

This project will install a railroad warning lights at the Chambers Road grade crossing which is located between Hillendale Road and Baltimore Pike in New Garden Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
CON	RRX				208															
		0	0	0	208	0	0	0	0	0	0	0	0							
Total FY2015-2018		208			Total FY2019-2022				0				Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103253 *Rapps Dam Covered Bridge*

New

LIMITS SR 1049 O/French Creek

Est Let Date: 2/26/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project is located in East Pikeland Township in Chester County and was previously reconstructed in 2009 by PennDOT. The bridge was severely damaged by a tractor trailer in spring 2014 and immediately closed to all traffic. This route carries about 3,500 vehicles daily.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		319											
CON	185		80											
		0	399	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			399	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104164 *Traffic Signal Head Upgrade (ARLE 5)*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. LED Upgrade (signals or flash signs) will be provided to the South Third and Hodgson Street intersection in Oxford Borough.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	9												
		9	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			9	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104165 *Incident Management Upgrade (ARLE 5)*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Caln Township

FC:

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. The current closed loop system will be extended to Reeceville Road and US 322 corridors within Caln Township. For the Reeceville Road corridor, fiber would be extended from Lincoln Highway to Reeceville Road via Barley Sheaf Road. For the US 322 corridor, a new traffic signal at the US 322 WB ramps will be installed. Closed circuit television cameras would be installed on both corridors to allow PennDOT remote monitoring.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	290												
		290	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			290	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104170 *Traffic Signal Equipment Upgrade (ARLE 5)*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. Equipment for the township to properly monitor, test, and repair 35 traffic control signals in East Whiteland Township will be provided, which includes connection/equipment needed for the tactics backup server that will be located at East Whiteland Township's computer room.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	74												
		74	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			74	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104171 LED Traffic Signal Upgrade (ARLE 5)

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Easttown Township FC: AQ Code:NRS

PLANNING AREA: Growing Suburb IPD:

PROJECT MANAGER: MS/V. Temino CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. LED vehicular and pedestrian signal lenses will be procured and installed at eight (8) signalized intersections throughout Easttown Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	49												
		49	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			49	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104303 East Central Avenue Multi-Use Trail

New

LIMITS Bear Hill Road (SR 0252) and 580-feet east of North Valley Road (SR 1005) Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tredyffrin Township FC: AQ Code:A2

PLANNING AREA: Growing Suburb IPD:

PROJECT MANAGER: EE/DVRPC/M. Lis CMP:

New concrete pedestrian path will be installed with ADA compliant curb ramps at intersections and major driveways and meet all applicable federal, state and local ADA guidelines. The path will be installed with a width of 5 feet and maintain a buffer area in accordance with the design guidelines. At the western terminus of the project near Fennerton Road, the path will transition to meet the existing sidewalk in front of the Station Square Office Campus. The future developer of this property will be required to extend the facility in kind along their property frontage of both East Central Avenue and North Valley Road. At the eastern terminus of the project, the path will transition to meet the curb ramps to be constructed by the PA 252 Underpass at US30 (F) project (MPMS #85062) on the southwest corner of East Central Avenue's intersection with Bearhill Road (SR 0252). The project will maintain the existing curb line and provide striping for on-road bicycle lanes along East Central Avenue. Additionally, the project will install five stamped-asphalt raised crosswalks across East Central Avenue at intersecting local roadways. Additional signage and pavement markings will be provided to alert motorists to pedestrian and bicycle activity. Vegetated swales and stone infiltration trenches will provide stormwater management for the path. The vegetated swale will be located in the buffer area between the existing curb and edge of the path, consisting of a trench of modified soil, plantings, stone, and geotextile.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,097,360 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAP			1,098										
		0	0	1,098	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,098	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104335 *US 30 Sinkhole Repairs*

LIMITS US 30 between Business 30 Interchange and Clover Mill Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:X13

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Permanent sinkhole repairs will be provided at two locations along US 30 between the Business 30 interchange and Clover Mill Road adjacent (near the Oaklands Corporate Center) in West Whiteland Township. This portion of the US 30 corridor was built in 1993, and it passes closely by an active quarry in an area with karst geology. The eastern sinkhole location is approximately 55 feet deep and centered over both eastbound lanes and the median shoulder area. The western sinkhole location is approximately 13 feet deep and centered around the median and inside shoulder areas. Geophysical studies determined that both locations are active sinkholes. PennDOT District 6 has developed location specific approaches to minimize future problems/problems, which include the following activities: open excavation of the western sinkhole problem area; replacement of the embankment materials with pervious cellular concrete; and full depth pavement reconstruction for the western sinkhole. drainage improvements; resettlement of median high tension cable barrier; and mill and overlay the mainline pavement for the eastern sinkhole; full depth shoulder widening to maintain two lanes of traffic during construction at both locations.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581	3,000												
		0	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,000	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104391 *Cable Median Barrier 2015-2016*

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Oxford Township; West Nottingham Township; East Nottingha **FC:**

AQ Code:S9

PLANNING AREA: Rural Area; Growing Suburb; Developed Community

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5A

This project will install ten miles of cable median barriers along US 1 in Chester County. This project will complete the closure of median openings along expressways along the corridor and will make this systematic treatment 100 percent complete.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	sHSIP	1,250												
		1,250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,250	Total FY2019-2022				0	Total FY2023-2026			0

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104644 Local Asset Data Collection

New

LIMITS County Wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state's MPOs and RPOs, PennDOT's goal is to gather comprehensive information on the Commonwealth's extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT's planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. This project will assist DVRPC's effort, currently underway in Bucks and Montgomery counties, by collecting data in Chester County, PA. Using existing data from PennDOT and Chester County, DVRPC estimates there to be 1,596 bridges and 9,682 road segments that will need to be field verified. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC will prepare a detailed Scope of Services and issue a Request for Proposals. A qualified vendor will be selected to perform the data collection according to established methodology developed by PennDOT. DVRPC will ensure the selected vendor receives adequate training in the use of the tablet and software provided, along with all necessary documentation from PennDOT and/or DVRPC. Prior to data collection, DVRPC will send a letter to each municipality that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT's web-based mapping application.

Tasks:

1. Request a Distance Measuring Instrument (DMI) from DVRPC, if necessary, to be installed in collection vehicle.
2. Receive field maps, prepared by DVRPC, that indicate the locations of potential features to be collected, along with all other necessary documentation.
3. Receive training from PennDOT and/or DVRPC in the use of data collection program and device.
4. Provide DVRPC a schedule of anticipated data collection for each municipality one month in advance of collection.
5. Using a two person team, identify and compile field data for locally-owned roads and bridges according to procedures defined in the Local Roads and Bridges Data Collection Reference Manual prepared by PennDOT.
6. Upload collected data to PennDOT's database weekly, at a minimum.
7. Return field maps to DVRPC as they are completed.

Products:

1. Updated PennDOT non-liquid fuel roads database with required attribution.
2. Updated PennDOT bridge database with required attribution.

Beneficiaries: PennDOT, Chester County, DVRPC.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	TOLL													
PRA	STU	100												
		100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			100	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105125 *Malvern Signal and Pedestrian Access*

New

LIMITS SEPTA Malvern Station

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Malvern Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding will be used to provide safe, transit pedestrian access routes for riders of the SEPTA Regional Rail Station, located in the center of the Borough, from north and south side of station. Improvements will include sidewalks, bike lanes and accessible pedestrian signals in Malvern Borough.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	411	160												
CON	LOC	240												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			400	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 105129 *Devon Pedestrian and Bike Facilities*

New

LIMITS US 30 in Easttown Twp.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Easttown Township

FC:

AQ Code:S6

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is dedicated for adding pedestrian and bicycle facilities in addition to left turn lanes along US 30 in Easttown Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	411	1,500												
CON	LOC	5,702												
		7,202	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,202	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105181 Old Schuylkill Road over Pigeon Creek (County Bridge #207)

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Coventry Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This bridge is the oldest county owned bridge and was originally constructed in 1804. It consists of two closed spandrel stone masonry arches under fill. Each arch has a span of 25 feet. Extensive re-pointing and maintenance was performed on the structure in 1983. The bridge is currently posted for a 5-ton weight limit based on engineering judgment in accordance with current PennDOT Guidelines. The deck is not rated due to the structure classification but the bituminous wearing surface has longitudinal cracking in the wheel paths, minor map cracking at the ends and minor settlement along the parapets. The average daily traffic for this bridge is 416 vehicles per day. It is structurally deficient as a result of the superstructure rating of 3-serious resulting from substantial cracking and missing mortar within the intrados and bulging of the spandrel walls. The recommended rehabilitation includes a historically appropriate rebuilding and strengthening of the stone masonry arch including reconstruction of the spandrel walls including replacement of missing stones, repoint stone masonry, throughout the structure, strengthening of the arch barrel, installation of drainage facilities, installation of rock protection along the substructure, and the installation of approach guiderail, transitions and end treatments.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	ACT13	200													
FD	ACT13		125												
ROW	LOC		10												
CON	LOC		795												
		200	930	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,130	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 105224 West Chester Borough LED

New

LIMITS Intersections along critical corridors

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

The existing equipment is dated and nearing the end of its service life. This upgrade would modernize all the equipment, thereby reducing energy and maintenance costs.

Replacements will take place at intersections along critical corridors within West Chester Borough including Hannum Avenue (SR 3072), High Street (SR 3100), Gay Street (SR 0003), Market Street (SR 0003), Price Street (SR 0052), and Bradford Avenue (SR 0052).

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		57												
CON	LOC		57												
		0	114	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			114	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105256 Uwchlan Township LED

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Uwchlan Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

Replacing existing LED lights that were put in the later part of the 1990s.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		28												
CON	LOC		28												
		0	56	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		56			Total FY2019-2022				0				Total FY2023-2026		0

MPMS# 105259 Lincoln Highway & Airport

New

LIMITS Lincoln Highway and Airport Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Valley Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will improve the existing signalized intersection of Lincoln Highway (SR 3070) and Airport Road (SR 3097) by optimizing signal timings, including adding an eastbound left turn phase on Lincoln Highway, and replacing traffic signal bulbs with LED signal indications.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		15												
CON	LOC		15												
		0	30	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		30			Total FY2019-2022				0				Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107176 Paoli Pike Trail, Segment C (TAP)

New

LIMITS Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020)

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher CMP:

A multi-use trail will be constructed on the north side of Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020) with enhanced crossings at the Paoli Pike and Boot Road intersection to connect office, retail, educational, residential, recreational, and government land uses along the Paoli Pike corridor.

The Paoli Pike Trail was identified in the Central Chester County Bicycle and Pedestrian Plan (2013) as Priority Project H to connect the East Goshen Township Park and Applebrook Park with neighboring municipalities and destinations. The Paoli Pike Trail also has the potential to provide future connections to the Greater Philadelphia Regional Trail Network, known as the Circuit. The Paoli Pike Trail is approximately three miles south of the Chester Valley Trail and five miles east of the East Branch Brandywine Trail, which are both part of the Circuit. Both trails are within biking distance and connections to the regional trail network will expand use of the Paoli Pike Trail for both transportation and recreation purposes.

Project was awarded \$1,000,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

Total For Chester	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$48,480	\$47,160	\$67,314	\$23,258	\$186,212	\$299,299	\$318,041

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 14891 **Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015**

LIMITS Over Little Darby Creek and Wigwam Run

Est Let Date: 6/22/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Radnor Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing two bridges carrying Darby Paoli Road over Little Darby Creek and Wigwam Run.

This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185	20												
FD	185		80											
ROW	TOLL													
ROW	STU		301											
ROW	TOLL													
ROW	STU			49										
CON	STU			458										
CON	581			126										
CON	STU				2,856									
CON	581				801									
		20	381	633	3,657	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,691	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15008 *Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line*

LIMITS Over Amtrak/SEPTA Wilmington/Newark Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

The existing one lane bridge with 5' sidewalks on both sides is currently closed to traffic. The new bridge will be two lanes with 5' sidewalks on both sides and the vertical geometry will be corrected to provide better sight distance. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	TOLL												
PE	STP		250										
PE	STU		250										
ROW	BOF			54									
ROW	183			10									
ROW	LOC			3									
UTL	581				2,203								
UTL	LOC				116								
CON	BOF					4,358							
CON	183					817							
CON	LOC					272							
		0	500	67	2,319	5,447	0	0	0	0	0	0	0
		Total FY2015-2018			2,886	Total FY2019-2022			5,447	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15183 Station Road Bridge Over Chester Creek (CB #234)

LIMITS Over Chester Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP	310											
FD	179	77											
ROW	BOF		46										
ROW	179		12										
UTL	STP			45									
UTL	179			11									
CON	STP					1,910							
CON	179					478							
		387	58	56	0	2,388	0	0	0	0	0	0	0
		Total FY2015-2018			501	Total FY2019-2022			2,388	Total FY2023-2026			0

MPMS# 15225 Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018

LIMITS Over SEPTA and Cobbs Creek

Est Let Date: 4/21/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Harvest Lane and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's Norristown High Speed Line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line. This road segment is included in the Delaware County Bicycle Plan. This bridge will complete the connection to the station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

The project does include construction of new stairs and ADA ramps on both sides of bridge down to the station platform areas.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU	696											
ROW	LOC	174											
CON	581		117										
CON	STU			6,808									
CON	581			1,702									
CON	STU					2,808							
CON	185					585							
		870	117	8,510	0	3,393	0	0	0	0	0	0	0
		Total FY2015-2018			9,497	Total FY2019-2022			3,393	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15251 US 1, Baltimore Pike Interchange Improvements SR:0352

LIMITS At PA 352/Middletown Road

Est Let Date: 3/15/2020

IMPROVEMENT Bridge Repair/Replacement

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

Adding Subcorr(s): 5B

This project will entail the reconstruction and reconfiguration of this cloverleaf interchange, originally built in 1939.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access.

This road segment is included in the Delaware County Bicycle Plan. SEPTA 110, 111, and 117 bus routes use Routes 1 and 352.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	2,404												
FD	581	601												
FD	581		334											
FD	STU			2,000										
FD	NHPP			4,668										
FD	581			1,997										
FD	NHPP					3,331								
FD	581					833								
ROW	581				14,695									
ROW	581					2,695								
ROW	581						8,695							
UTL	NHPP						3,247							
UTL	581						812							
CON	TOLL													
CON	STU							18,727						
CON	NHPP							18,727						
CON	TOLL													
CON	NHPP								18,727					
CON	STU								18,727					
CON	581								23,728					
CON	NHPP									18,727				
CON	STU									18,727				
CON	581									5,364				
		3,005	334	8,665	14,695	6,859	12,754	37,454	61,182	42,818	0	0	0	
		Total FY2015-2018		26,699		Total FY2019-2022			118,249		Total FY2023-2026		42,818	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15298 *US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line SR:0001*

LIMITS Over SEPTA Route 100 Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township; Upper Darby Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Gannett/PTL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5E

Funding for this project is to address Accrued Unbilled Costs (AUC).

This project includes rehabilitation of the bridge carrying S.R. 0001 (Township Line Road) over the SEPTA Norristown High Speed Line. The existing bridge is a single-span steel I-beam structure that is 62 feet long and 56 feet wide. The proposed bridge will be a prestressed concrete box beam structure that will be 61 feet wide. The existing roadway has four 11-foot lanes, two 5-foot sidewalks, two 1-foot exterior walls, and no median. The proposed roadway will have four 11-foot lanes, two 2-foot shoulders, a 6-foot right sidewalk, a 5-foot left sidewalk, two 1-foot exterior walls, and no median.

This road segment is included in the Delaware County Bicycle Plan.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	911												
CON	581	228												
		1,139	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,139	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 15306 *Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031*

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 3/24/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Park Borough

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185	60												
CON	STU	5,771												
CON	185	1,154												
		6,985	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,985	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15368 MANOA RD:BRG OVER CK (Bridge) SR:1002

LIMITS OVER COBBS CREEK : HAVERFORD TOWNSHIP :

Est Let Date: 4/6/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C, 7B

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP	204											
PE	185	51											
FD	STP		525										
FD	185		131										
ROW	STP			90									
ROW	185			23									
UTL	STP			45									
UTL	185			11									
CON	STP				571								
CON	185				167								
CON	STP									862			
CON	185									161			
		255	656	169	738	0	0	0	0	1,023	0	0	0
		Total FY2015-2018		1,818		Total FY2019-2022			0	Total FY2023-2026			1,023

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15406 PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line SR:0452

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 8/13/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. Handicapped accessible ramps to the SEPTA stations will be provided. SEPTA bus route 119 uses this bridge. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP	2,700												
CON	NHPP	2,534												
CON	581	1,308												
CON	NHPP		5,234											
CON	581		1,308											
CON	NHPP			5,234										
CON	581			1,308										
		6,542	6,542	6,542	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			19,626	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 15438 Goshen Road SR:1034

Return

LIMITS South of Darby-Paoli Rd.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Radnor Township

FC: 17

AQ Code:R4

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This safety improvement project involves realignment of 443 meters (1453 feet) of Goshen Road which is a two-lane highway. The one cross road along the project length is Montparnasse Place. Improvements to this stop sign-controlled, T-intersection are limited to minor grade adjustments at the curb returns. A modified single-faced concrete barrier will be installed to minimize impacts to adjacent properties. Drainage improvements and guide rail installation are also included in the project scope. The limits of work extend from Segment 0060 Offset 0650 to Segment 0060 Offset 1110.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

HSIP Safety Funding for this project has been drawn from MPMS #57927

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	HSIP	3												
FD	581	1												
		4	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15444 Villanova Pedestrian Bridge

LIMITS Norristown HSL Villanova Station over US 30 to St. Thomas of Villanova Church Plaza

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

A pedestrian bridge will be provided between the Norristown High Speed Line Villanova station over US 30 to St. Thomas of Villanova Church Plaza, which will connect the rail station, Villanova University's dormitories and parking, and the university main campus. A high level ADA compliant pedestrian facility will span US 30. Related work activities will include the relocation of the existing signalized intersection at the church drive/walkway and the addition of turn lanes on US 30 at the relocated driveway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	e581		3,000											
CON	e581			1,500										
		0	3,000	1,500	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15468 **Concord Road Bridge Over Baldwin Run SR:3007**

Return

LIMITS Over Baldwin Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township; Chester Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

Funds will cover accrued unbilled costs.

The purpose of this project is to replace the existing culvert which conveys SR 3007 (Locally known as Concord Road) over Baldwin Run. The existing culvert is a stone masonry and concrete arch with a maximum span length of 18', approximate height of fill of 20' from stream bed to roadway grade and approximate width of 28.8' conveying two lanes of traffic. It is scheduled for replacement due to its condition being structurally deficient exhibiting severe cracking in the adjacent retaining walls, loss of mortar along the fascias and section loss in the substructure units. The project will provide a replacement structure along a new alignment located immediately to the west (upstream) of the existing alignment. Traffic will be maintained along the existing alignment during the construction of the new structure and approach roadways. The roadway width will be 36' throughout the project limits. The alignment and profile of the new roadway shall be significantly improved eliminating existing substandard horizontal and vertical curves. The proposed structure will be a 77' long, 16' wide x 10' high reinforced concrete box culvert with flared wingwalls at the inlet and outlet. The proposed roadway will be constructed upon approximately 10' of earthen fill over the top slab of the culvert. Appurtenant roadway features include curb, guiderail, signage, pavement markings, roadway drainage, vegetated swales and a stormwater infiltration basin. The project will impact 0.16 acres of palustrine forested wetlands and will therefore include construction of a 0.5 acre wetland mitigation site which is located in close proximity to the project site.

This road segment is included in the Delaware County Bicycle Plan.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STU	87												
ROW	581	22												
CON	185	125												
		234	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			234	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47147 3rd Street Dam Over Broomall Lake

LIMITS Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 1/31/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Media Borough

FC:

AQ Code:S2

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5D

This project involves rehabilitating or replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	183	244													
FD	LOC	61													
ROW	183		35												
ROW	LOC		9												
UTL	183			36											
UTL	LOC			9											
CON	183				2,782										
CON	LOC				696										
		305	44	45	3,478	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,872	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47986 *Chester Creek Bicycle/Pedestrian Trail*

Return

LIMITS Lenni Road to Chester Creek Road

Actl Let Date: 1/8/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 5B, 6A, 8A

This project will fund Phase I of the Chester Creek Bicycle/Pedestrian multi-use trail. Phase I extends from Lenni Road to Chester Creek Road. Improvements include a paved ADA compliant trail and associated facilities, including signage, trailhead parking facilities, bridge rehabilitation at Parkmount Rd. and Pennell Rd., a tunnel at Knowlton Rd., 3 separate crossing of Chester Creek, landscaping, pavement markings, and improvements to at-grade crossings at Mt. Road and Mt. Alverno Road including pedestrain flashers for the at-grade crossing at Lungren Road.

The Chester Creek Trail is intended for transportation purposes, including trips to work, school, shops, and services. When all 3 phases are completed, the Chester Creek Trail will provide bicycle and pedestrian access to SEPTA's new Wawa regional rail station, which will be the new terminus of the Elwyn regional rail line and will connect residential communities with major employment, school, retail, and service centers. The trail will also provide access for residents to various destinations in the corridor, such as Wawa's corporate headquarters and Wawa's dairy plant, the proposed redevelopment project on the site of the Franklin Mint, various businesses in Lenni and Rockdale, Linvilla Orchards, Endless Pools, City of Chester employment sites, and the East Coast Greenway. Phased construction of the Chester Creek Rail Trail is planned from the already designed Wawa regional rail station to Chester City. The Chester Creek Trail is included in the Delaware County Bicycle Plan. Phase II will extend south from the Chester Creek Road terminus of phase 1 to Chester City. Phase III will link with the Wawa station on the extension of the Media-Elwyn regional rail line in Middletown Township and Chester Heights Borough to increase commuting possibilities along the corridor.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey. This project is also included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	6,134												
CON	TOLL													
CON	STU		1,097											
		6,134	1,097	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,231	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47992 *New Road Over West Branch of Chester Creek (Crozierville Bridge)*

LIMITS Over West Branch of Chester Creek

Est Let Date: 9/3/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and less than 1/2 mile from the Chester Creek Trail.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	195												
CON	183	37												
CON	LOC	12												
CON	183		441											
CON	LOC		147											
		244	588	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			832		Total FY2019-2022				0		Total FY2023-2026	

MPMS# 47993 *7th Street Bridge Over Chester Creek SR:7023*

LIMITS Over Chester Creek

Est Let Date: 2/11/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge currently has a 12 ton weight limit. This road segment is included in the Delaware County Bicycle Plan. SEPTA 107 and 109 bus routes use this road.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	4,923												
CON	179	1,231												
		6,154	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,154		Total FY2019-2022				0		Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57757 *Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk SR:2025*

LIMITS Morton Avenue from Swarthmore Avenue and 9th Avenue

Est Let Date: 11/17/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township; Rutledge Borough

FC: 16

AQ Code:R1

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

Adding Subcorr(s): 5C

The project includes widening of the intersection of Morton Ave. and Swarthmore Ave. to provide proper turning radii and left turn lanes. The roadway will be widened and resurfaced at the intersection where needed. Existing lane widths will be maintained except where widening will take place. The new lane widths at this location are 2-12 ft travel lanes, 2-2 ft shoulders and a 10 ft left turn lane. The sidewalk is intermittent through this section of Morton Ave and will be constructed to provide pedestrians with a continuous walkway from Swarthmore Ave. to Ridley High School (9th St.). Traffic signal upgrades/replacement will take pedestrian traffic into account. The four existing traffic signals at the intersection of Morton Ave. and Swarthmore Ave. will be replaced with new signals. The system will be traffic responsive via loop detectors. The project will comply with the Regional ITS Architecture.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	CAQ		2,877												
CON	TOLL														
CON	CAQ				359										
		0	2,877	0	359	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,236	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57772 **Convent Road Bridge Over Chester Creek (CB# 6)**

LIMITS Over Chester Creek

Est Let Date: 2/25/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B

This project will entail the complete replacement of the Convent Road Bridge. The existing structure is a two-span concrete structure built in 1927 that carries Convent Road over the confluence of Chester Creek and its west branch. Severe deterioration extends through the deck superstructure and substructure, resulting in a 20-ton weight restriction. The bridge is currently 20 feet wide with a 6 foot wide concrete sidewalk provided on the upstream side of the structure. The bridge is located on a significant horizontal curve at both approaches. Heavy industrial development is present on the northern approach; residential development exists on the southern approach. The two-lane approach roadways are unlined and no safety features are provided.

A new structure will replace the existing bridge along the same alignment; the width of the new structure will be wider than the existing. Although significant changes to the roadway and bridge profile are not anticipated, minor roadway approach work will be required. The new structure will comply with current PennDOT design standards including an increased weight limit, which will allow the passage of larger vehicles. The bridge currently has a PennDOT sufficiency rating of 18.3. This bridge is .1 mile from the Chester Creek Trail. This project is subject to standard PennDOT design procedure as defined in the Bicycle/Pedestrian Facilities checklist.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	BOF	111											
CON	BOF		3,315										
CON	179		718										
		111	4,033	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		4,144		Total FY2019-2022				0			
						Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57773 *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)*

LIMITS Over Amtrak/SEPTA Rail Line between 5th Street and 6th Streets

Est Let Date: 5/7/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4D, 6A

Due to structural defects, this project involves rehabilitating or replacing the Lloyd Street bridge, which was constructed in 1899. This bridge, which serves the industrial waterfront is currently closed to traffic. The pedestrian walkways had been closed due to holes in the decking. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	BOF	891											
FD	183	194											
FD	LOC	55											
ROW	581		1,204										
ROW	LOC		63										
UTL	581			2,235									
UTL	LOC			117									
CON	BOF					8,343							
CON	183					1,564							
CON	LOC					521							
		1,140	1,267	2,352	0	0	10,428	0	0	0	0	0	0
		Total FY2015-2018		4,759		Total FY2019-2022		10,428		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64790 **MacDade Boulevard Closed Loop Signal System SR:2006**

LIMITS South Avenue to Cherry Street

Est Let Date: 11/15/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Glenolden Borough; Collingdale Borough

FC: 14

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: TSS/H.Freed

CMP: Minor SOV Capacity

Adding Subcorr(s): 6A

The project limits are along MacDade Boulevard from South Avenue to Cherry Street. The following 11 intersections are currently signalized and the equipment will be replaced with new state of the art controllers to allow for coordinated signalization and improved traffic flow management and pedestrian safety: (1) MacDade Boulevard & South Avenue; (2) MacDade Boulevard & Knowles Avenue; (3) MacDade Boulevard & Ashland Avenue; (4) MacDade Boulevard & Cooke Avenue; (5) MacDade Boulevard & Oak Lane (S.R. 2015); (6) MacDade Boulevard & Lafayette Avenue; (7) MacDade Boulevard & Woodlawn Avenue; (8) MacDade Boulevard & Clifton Avenue (S.R. 2013); (9) MacDade Boulevard & Felton Avenue; (10) MacDade Boulevard & Roberta Avenue; and (11) MacDade Boulevard & Cherry Street. The following two intersections are currently signalized, but the traffic signals will be removed and replaced with stop control for the side streets: (12) MacDade Boulevard & Jackson Avenue and (13) MacDade Boulevard & Sharon Avenue.

The system will initially be implemented with time of day programs. However, the system will be specified to be traffic responsive capable allowing traffic responsive timings and programs to be implemented in the future, if desired. The system will be a true 'closed loop' system where the system can be monitored from either a direct connect or remote central monitoring station. PennDOT's District 6-0 Office will have direct access to the central monitor system and the main server will be located there. The municipalities will have access to the system through separate work stations via the internet (VPN). The traffic signals will be connected via fiber optic cable.

ADA compliant curb ramps, countdown hand/man pedestrian signal heads and pedestrian push buttons are proposed. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads with countdown timers. The northbound approach of Oak Lane will be widened to provide a dedicated left turn lane. This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 107 and 113 buses use this road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	TOLL														
FD	CAQ	75													
ROW	CAQ		200												
CON	TOLL														
CON	CAQ		6,010												
		75	6,210	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			6,285			Total FY2019-2022			0			Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

Est Let Date: 6/13/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: Plans/C. Veiga

CMP: Minor SOV Capacity

Adding Subcorr(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA Route 107 and school buses. Proposed solution would be modernization of signals, road widening and channelization. Project would alleviate safety problems and enhance turning movements. Design and ROW are being advanced by the township.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	LOC	53													
ROW	CAQ		109												
UTL	LOC		28												
CON	CAQ			766											
		53	137	766	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			956	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 64821 Gradyville Road (Bridge) SR:7208

LIMITS PA 252 Newtown St. Rd. Bishop Hollow Rd.

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10C

Funding programmed in FY16 for this project is to pay a claim settlement with the contractor.

This project consists of widening and replacing the existing, functionally obsolete 14-foot single span steel I-beam bridge that carries Gradyville Road over Hunter Run. The proposed structure will be designed to accommodate a 28-foot wide cartway (two 11-foot travel lanes and two 3-foot shoulders) and will provide an increased hydraulic opening. Currently there are two 10.5-foot travel lanes with no shoulder. The project also involves a minimal amount of approach roadway work to tie the bridge into the existing 20-foot wide roadway. Traffic safety features will be upgraded to include adequate guiderail at each bridge approach and adequate bridge deck width. Upon completion of the project, the reconstructed bridge will accommodate one travel lane in each direction on the bridge.

This project included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	183		150												
		0	150	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			150	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 65911 *Marcus Hook Streetscape (TE) SR:0013*

LIMITS US 13, Delaware State Line to Trainer Borough

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Marcus Hook Borough

FC: 14

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/DVRPC/J.Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

The Marcus Hook Streetscape Improvement Project looks to improve the appearance of SR 0013 (Post Road / 10th Street) and SR 0452 (Market Street), improve pedestrian and bicycle facilities, rescale the highway to suit current conditions, and construct the Borough's portion of the larger East Coast Greenway.

The improvements are divided into three sections: refinery, business, and residential. The refinery section extends from the Delaware/Pennsylvania state line to Green Street. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway to reduce the cartway from four lanes to two lanes, with dedicated left turn lanes and signage. The transition from four lanes to two lanes will begin in the State of Delaware. The business section extends from Green Street to the railroad tracks, approximately 170 feet from McClenachan Terrace. The improvements will include traffic calming devices, landscaping, concrete pavers, parking meter replacement, traffic signal equipment replacement, restriping of the roadway and signage.

The residential section extends from the railroad tracks to Marcus Hook Creek. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway and signage.

Landscaping, construction of East Coast Greenway multi-use path, and reduction of through lanes on Route 13 from 4 lanes to 2. Additional interpretive signage is planned through the industrial section.

This road segment is included in the Delaware County Bicycle Plan. In the spring of 2002 this project was recommended for funding through the Transportation Enhancements Program. \$1,507,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	1,861												
		1,861	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,861	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69665 **South Creek Road Bridge Over Brandywine Creek SR:3101**

LIMITS Over Brandywine Creek

Est Let Date: 5/17/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

FC: 17

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations. This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU	637											
FD	185	159											
ROW	STU		219										
ROW	185		55										
UTL	STU			90									
UTL	185			23									
CON	STU					5,886							
CON	185					1,536							
CON	STP						1,040						
CON	STU						6,926						
CON	185						1,926						
		796	274	113	0	7,422	9,892	0	0	0	0	0	0
		Total FY2015-2018			1,183	Total FY2019-2022			17,314	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69815 **US 322, Environmental Mitigation (MIT) SR:3025**

LIMITS US 1 to West of CSX Railroad bridge

Est Let Date: 9/17/2015

IMPROVEMENT Other

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township **FC:** 14

AQ Code:S2

PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/P. Berthold

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

The project involves mitigation measures for widening and improving SR 3025 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 3025 and SR 261 to Concord Township property at SR 3025 and Fellowship Drive/Station Road North, including realignment of Station Road North. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SXF		6,462										
CON	581		1,615										
		0	8,077	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		8,077		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69816 US 322, US 1 to Featherbed Lane (Section 101) SR:0322

LIMITS US 1 to Featherbed Lane

Est Let Date: 1/5/2017

IMPROVEMENT Roadway New Capacity

MRPID:50

MUNICIPALITIES: Concord Township

FC: 14

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

Adding Subcorr(s): 5B, 8A

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections.

Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/ Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary. SEPTA's Route 119 bus uses this road.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project. This project includes ROW and UTL work for MPMS# 69815.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP			7,171									
CON	581		2,050										
CON	NHPP				27,183								
CON	TOLL												
CON	STU				1,685								
CON	581				4,702								
CON	STP					398							
CON	STU					2,727							
CON	NHPP					26,676							
CON	581					6,049							
CON	NHPP						7,278						
CON	581						255						
CON	581							1,882					
CON	NHPP									4,296			
		0	0	9,221	33,570	35,850	7,533	1,882	0	4,296	0	0	0
		Total FY2015-2018		42,791		Total FY2019-2022		45,265		Total FY2023-2026		4,296	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69817 **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

LIMITS East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chichester Township

Est Let Date: 1/10/2019

IMPROVEMENT Roadway New Capacity

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township **FC:** 14; 16

AQ Code:2025M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

Adding Subcorr(s): 8A

The project involves widening and improving SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. SEPTA's Route 119 bus uses this road.

Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	SXF	480											
ROW	581	120											
UTL	SXF	120											
UTL	581	30											
CON	NHPP					4,280							
CON	581					1,070							
CON	NHPP						16,280						
CON	581						4,070						
CON	NHPP							51,280					
CON	581							12,820					
CON	TOLL												
CON	STU								6,250				
CON	NHPP								48,280				
CON	581								12,070				
		750	0	0	0	5,350	20,350	64,100	66,600	0	0	0	0
		Total FY2015-2018			750	Total FY2019-2022			156,400	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 70219 PA 291, East Coast Greenway

LIMITS Darby Creek to Wanamaker Avenue

Est Let Date: 4/23/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tincum Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6A

Construction of the East Coast Greenway in Tincum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tincum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street, which will connect the main trail proposed through Tincum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is included on the Delaware County Bicycle Plan.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	766													
CON	CAQ	413													
		1,179	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,179	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 70228 *I-476, MacDade Boulevard Ramp Improvements SR:2006*

LIMITS I-476 to Fairview Road

Est Let Date: 12/15/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R3

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

Adding Subcorr(s): 2D, 6A

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents. SEPTA's Route 113 bus uses MacDade Boulevard.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STP		120											
ROW	581		30											
CON	581				3,768									
CON	581					3,768								
		0	150	0	3,768	3,768	0	0	0	0	0	0	0	
		Total FY2015-2018		3,918		Total FY2019-2022			3,768			Total FY2023-2026		0

MPMS# 70245 *Chester City Access Improvements II SR:2028*

LIMITS Chestnut Street/Morton Avenue, 10th Street to 12th

Est Let Date: 11/5/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Chester City

FC: 14

AQ Code:R1

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester. Specifically, work includes the widening of Chestnut Street from I-95 to 10th Street without adding additional travel lanes, and the reconfiguration of the intersections at 12th /Chestnut St., Chestnut St./10th St./ Morton Ave. (SR 0013), and Morton/Potter/5th/6th. Also includes drainage improvements, signalization and signing improvements along the corridor; vertical clearance improvements at the Amtrak overpass; and minor rehabilitation and painting of the I-95 overpass and maintenance of traffic during construction. This project was broken out from MPMS # 57780/TIP #7915.

This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Morton Avenue.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STP		40											
ROW	581		10											
UTL	STP			171										
UTL	581			43										
CON	581				4,637									
		0	50	214	4,637	0	0	0	0	0	0	0	0	
		Total FY2015-2018		4,901		Total FY2019-2022			0			Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 71200 PA 291, East Coast Greenway/Industrial Heritage Highway (TE) SR:0291

LIMITS 2nd Street, Poolsen Avenue to 4th Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6B

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tinicum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200. Additional funding is included in MPMS# 70219

This project is included in the Delaware County Bicycle Plan.

\$700,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU		475											
		0	475	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			475	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 72913 Chester Commercial Business District (HTSSRS)

LIMITS Avenue of the States/Welsh Street/East 6th Street

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: EE/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States and Welsh Street, and East Sixth Street between Avenue of the States and sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Central Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$922,300 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TCSP	1,000												
CON	STP	480												
		1,480	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,480	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 75800 *College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek SR:1026*

LIMITS Over SEPTA Norristown High Speed Line and Cobb's Creek

Est Let Date: 8/27/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	581	891												
UTL	TOLL													
UTL	STU	1,313												
CON	581	7,175												
		9,379	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			9,379	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 77460 *Lincoln Avenue Renaissance Project (TE) SR:0420*

Return

LIMITS Lincoln Avenue, Maryland Avenue to Chester Pike

Est Let Date: 7/16/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Prospect Park Borough

FC: 14

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: EE/DVRPC/J.Coscia

CMP: Not SOV Capacity Adding

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$300,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL	150												
CON	TAP													
CON	TOLL													
CON	STU		663											
CON	TAP		300											
		150	963	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,113	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 *Bridgewater Road Extension*

Return

LIMITS Concord Road to PA 452/US 322

Est Let Date: 3/4/2021

IMPROVEMENT Roadway New Capacity

MRPID:117

MUNICIPALITIES: Upper Chichester Township; Aston Township; Chester Township

FC: 14; 17

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 8A

Project to extend Bridgewater Road to either SR 452 (Market Street) or US 322. This candidate project is a breakout of MPMS #15477, where the PE phase for this breakout is located.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	TOLL														
ROW	STP										692				
UTL	TOLL														
UTL	STP										692				
CON	STU												17,622		
CON	581												4,406		
		0	0	0	0	0	0	0	0	0	1,384	0	22,028		
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026			23,412

MPMS# 80051 *Rosemont Avenue Bridge Over Darby Creek (CB #73)*

LIMITS Over Darby Creek

Est Let Date: 2/11/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5E

This project includes the complete removal and replacement of the Delaware County Bridge #73, a 72' single span, narrow, severely deteriorated, 12 ton concrete encased steel bridge construction in 1921. The project will include minor improvements to the approach roadway and safety features associated with the bridge. The bridge is located at a T-intersection. The replacement structure will be single span bridge designed to meet current PennDOT standards. The benefit to the bridge replacement project is that it will ensure the preservation of this stream crossing for the estimated 3,798 vehicles per day (as recorded in 2003) which currently use the bridge. The project will also greatly improve the load carrying capacity of the structure, improve the roadway and bridge geometry, and provide current safety features. The Darby Creek Greenway Trail is proposed to run along the Upper Darby side of the creek and Ellson Glen Park is on the Springfield side of the creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STP		1,672												
CON	179		418												
		0	2,090	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018				2,090	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86368 *Mount Alverno Road Bridge Over Chester Creek (CB #9)*

LIMITS Over Chester Creek

Est Let Date: 1/7/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck. Sufficiency rating: 33.7

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP	42												
UTL	179	11												
CON	STU		442											
CON	179		121											
CON	BOF			1,481										
CON	179			360										
		53	563	1,841	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,457	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 86370 *Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)*

LIMITS Over Hermesprot Creek

Est Let Date: 10/13/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. Sufficiency rating: 41.8

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP		44											
UTL	179		11											
CON	STU			1,873										
CON	179			468										
		0	55	2,341	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,396	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 87119 *Nether Providence Township Sidewalks (SRTSF- Round 1/TAP)*

LIMITS Wallingford Avenue

Est Let Date: 1/14/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/K.Lawrence

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C

This project will install 4,425 linear feet of sidewalks and curbing along the north side of Wallingford Avenue (SR 3024), which will create a safer route to Wallingford Elementary School. This section of roadway is designated a Hazardous Walking Route by PennDOT per March 2005 DVRPC Study, and these improvements will remove Wallingford Avenue from the Hazard Route list.

This project was awarded \$304,500 in federal Safe Routes to School (SRTSF) funding in May of 2009. In addition, \$225,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF	239												
CON	STP		18											
CON	TOLL													
CON	TAP		225											
		239	243	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			482		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 87120 *Upper Darby Township Sidewalks (SRTSF) - Round 1*

LIMITS Township Line Road

Est Let Date: 6/18/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C

This project will construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue. Improvements include construction of sidewalks along the west side of Township Line Road (TLR) to commence at Pilgrim Lane to the convergence of TLR and State Road (SR); construction of 6 curb cuts for ramps at the west side of TLR at both corners of Bella Vista Road (BVR), 2 on the north corner of BVR and 4 at the south corner of BVR (Includes Crosswalk for Pedestrians); installation of guard railing along the west side of TLR from the north corner of BVR to the south corner of BVR; installation of 140 linear feet (l.f.) of retaining wall along west side of TLR within the north & south corners of BVR. This road segment is included in the Delaware County Bicycle Plan.

This project was awarded \$242,893 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF	191												
		191	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			191		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 88407 I-95 Overhead Bridges

LIMITS Bridges over I-95

Est Let Date: 11/19/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC: 11; 14

AQ Code:S19

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: AECOM/C. Beissel

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4D, 6A

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is \$20,000,000 - \$25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgmont Avenue (SR 0352), Madison Street (SR 0320), Upland Street (SR 0320), Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted. Edgmont Avenue and Chestnut Street are included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Melrose Avenue.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	195											
FD	185	49											
UTL	NHPP	200											
UTL	185	50											
CON	185			6,733									
CON	185				11,602								
		494	0	6,733	11,602	0	0	0	0	0	0	0	0
		Total FY2015-2018		18,829		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92323 *Wanamaker Ave o/ Darby Ck (Bridge) SR:0420*

LIMITS Delaware County - Darby Ck is border between Tinicum Township and Prospect Park Boro

Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Prospect Park Borough; Tinicum Township

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community; Rural Area

IPD: 3

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project involves rehabilitating or replacing the state bridge over the Darby Creek on Wanamaker Avenue between US 13 and I-95 in Tinicum Township and Prospect Park Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
STUDY	TOLL												
STUDY	STP		40										
FD	NHPP	339											
FD	185	85											
ROW	NHPP		262										
ROW	185		66										
UTL	NHPP			270									
UTL	185			68									
CON	185				4,057								
CON	185					4,057							
		424	368	338	4,057	4,057	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		5,187				4,057				0			

MPMS# 92808 *Marshall Rd o/ Cobbs Crk (Bridge)*

Return

LIMITS Between Cobbs Creek Parkway and 69th Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP								1,107				
FD	185								277				
ROW	STP									59			
ROW	185									15			
UTL	STP									117			
UTL	185									29			
CON	185											21,176	
		0	0	0	0	0	0	0	1,384	0	220	21,176	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				1,384				21,396			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 US 202 and US 1 Loop Roads

LIMITS Completion of Hillman Drive

Est Let Date: 2/8/2018

IMPROVEMENT Roadway New Capacity

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

Adding Subcorr(s): 5B, 8A

The project completes the loop roads on the southeast and southwest corner, connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. This new connection constitutes a minor roadway extension, but will not widen existing roads. The northeast and northwest quadrants have the existing completed loop roads, State Farm Drive and Brandywine Drive, respectively. Applied Card Way, the southeastern loop road, will be completed by a developer. Turning movements will be made at the intersections (i.e., no jug handles) for the proposed loop road connections, and at the Route 202/US 1 intersection. A completed loop road system will divert traffic from the Route 202/US 1 intersection. Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders. SEPTA Route 111 serves this area. Extension of the right turn lane from northbound Route 1 to southbound Route 202 is also part of this project.

This is a companion project to MPMS #105131.

Project CMP (Congestion Management Process) commitments include sidewalks and crosswalks, enhanced bus stop areas in consultation with SEPTA, and bike lanes or paved shoulders. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP			699									
FD	581			175									
FD	STP				432								
FD	581				108								
ROW	STP			270									
ROW	581			68									
UTL	STP			135									
UTL	581			34									
CON	STP				2,814								
CON	581				703								
CON	NHPP					432							
CON	581					108							
		0	0	1,381	4,057	540	0	0	0	0	0	0	0
		Total FY2015-2018		5,438		Total FY2019-2022			540	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 96946 *Ellis Town Center*

LIMITS

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:162

MUNICIPALITIES: Newtown Township

FC: 14; 17

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

Adding Subcorr(s): 10C

This is Phase 1 of the Roadway Improvements for the Ellis Preserve planned development. Phase 1 includes: constructing a bypass/relief route (Loop Road), from PA 3 at the Medical drive intersection to PA 252 at the existing SAP access, widening Clyde Lane from two lanes to four lanes by adding a left turn lane and a right turn lane on the southbound approach to PA 3, widening Bishop Hollow Road from two lanes to three lanes by adding a right turn lane on the northbound approach to PA 3, constructing a southbound PA 252 right turn lane at Winding Way, widening the northern side of PA 3 from Clyde Lane to Winding Way to account for an anticipated future westbound PA 3 through lane, extending the PA 3 westbound left turn lane at Bishop Hollow, installing ADA compliant pedestrian facilities on all four corners of the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing ADA compliant pedestrian facilities on the southwest corner of the Winding Way/PA 252 intersection, installing ADA compliant pedestrian facilities on northwest and southwest corners of the PA 252/ SAP Driveway (Loop Road) intersection, installing ADA compliant pedestrian facilities on northeast corner of the PA 3/ Winding Way/Roe Lane intersection, installing a new traffic signal at the Winding Way/Clyde Lane intersection to work in conjunction with the existing/new signal at the Winding Way/PA 252 intersection, installing new traffic signal equipment at the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing new traffic signal equipment at the PA 252/ SAP Driveway (Loop Road) intersection, installing new traffic signal equipment at the PA 3/ Winding Way/Roe Lane intersection, and retiming traffic signals along PA 3 and PA 252.

The whole project is a 210-acre master planned development located near the intersection of Route 252 (Newtown Street Road) and Route 3 (West Chester Pike) in Newtown Square. Plans for future development are being finalized and will include a fully integrated mixture of office, retail and residential uses. Ellis Town Square will offer a variety of retail stores and dining establishments designed around open aired central plazas and pedestrian pathways.

The overall estimated transportation construction cost of this project, is \$12,000,000, while the private development investment is estimated at \$544,000,000.

PA 3 and Bishop Hollow Road are included in the Delaware County Bicycle Plan and are used by SEPTA 104, 118, and 120 bus routes.

Project CMP (Congestion Management Process) commitments include include turning lanes, new traffic signals, updated signal timings on PA 3 and PA 252, new ADA compliant pedestrian facilities at several intersections along both PA 3 and PA 252, and coordination to upgrade transit in the area, potentially including bus shelters. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	581		500												
CON	581ED		500												
CON	LOC		202												
CON	581ED			3,500											
CON	LOC			1,478											
		0	1,202	4,978	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			6,180	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98216 Michigan Ave over Little Crum Creek (CB# 210)

LIMITS No Let Date
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Ridley Township **FC:** AQ Code:S19
PLANNING AREA: Developed Community IPD: 1
PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is structurally deficient. The bridge is posted with a 12 ton weight restriction and requires continual maintenance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "Structurally Deficient" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards. The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	183	201													
PE	LOC	50													
PE	183		14												
PE	LOC		4												
PE	183				65										
PE	LOC				16										
		251	18	0	81	0	0	0	0	0	0	0	0		
		Total FY2015-2018			350	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98217 *Hilldale Road over Darby Creek (CB# 149)*

LIMITS No Let Date
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Lansdowne Borough; Upper Darby Township **FC:**
PLANNING AREA: Developed Community AQ Code:S19
PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding IPD: 1
Adding Subcorr(s): 5E

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

MPMS# 98218 *South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)*

LIMITS No Let Date
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Glenolden Borough; Norwood Borough **FC:**
PLANNING AREA: Developed Community AQ Code:S19
PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding IPD: 0
Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of the County owned South Avenue Road Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102276 I-476/I-95 Interchange

Return

LIMITS I-95(0060/0000 to 0060/2500, I-476 (0002/0000 to 0004/2000),& SR 8025(Ramp Segments 0010 and 050 Actl Let Date: 10/9/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Nether Providence Township; Ridley Township; Chester City

FC:

AQ Code:R3

PLANNING AREA: Developed Community; Core City

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

Funds will provide for lane modifications between the I-95 NB/I-476 NB interchange and the entrance of the MacDade Boulevard ramp on I-476 NB. Pavement reconstruction, resurfacing, and restriping of the I-95/I-476 NB segment in Delaware County, including new sign installments, will accommodate these modifications. Specifically, the existing three-lane I-95 NB approaching I-476 NB will convert its middle lane to a through or exit lane to I-476 NB. Vehicles can then continue on I-95 NB using the two lanes on I-95 NB or exit to I-476 NB using the other two lanes. A drop right lane will be added on the I-95 SB to I-476 NB segment at MacDade Boulevard and on I-476 NB (650 feet south of the MacDade Boulevard ramp). A single lane will also be created from two existing lanes for a portion of I-95 SB to I-476 NB.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	NHPP	70												
PE	581	8												
CON	STU	467												
CON	NHPP	40												
CON	LOC	128												
CON	NHPP		500											
CON	LOC		56											
		713	556	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,269		Total FY2019-2022				0		Total FY2023-2026	
													0	

MPMS# 102290 SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chadds Ford Township; Concord Township

FC:

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Minor SOV Capacity

Adding Subcorr(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install adaptive signal control at nine (9) intersections along Wilmington-West Chester Pike (SR 0202) from Oakland Road to Johnson Farm Lane in Concord and Chadds Ford Townships.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$432,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102291 SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Aston Township

FC:

AQ Code:2017M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Minor SOV Capacity

Adding Subcorr(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to expand the fiber optic closed loop traffic signal system for six (6) signalized intersections along Pennell Road (SR 0452) from Segment 0170/Offset 0000 to Segment 0180/Offset 0214 in Aston Township. It will also involve traffic counts at all six intersections and the development of optimized signal timings and coordination settings.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$82,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

MPMS# 102834 Pedestrian and Bicycle Accessibility Enhancements (TAP)

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Swarthmore Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

This project will provide for the installation of sidewalks and safety enhancements at several crosswalk locations in the Borough of Swarthmore.

\$420,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU		420											
		0	420	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			420	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102835 Hillside Road Pedestrian Safety Improvements (TAP)

LIMITS Hillside Rd from Glenloch Rd to Crum Lynne Rd. Glenloch Rd along Hillside Rd to W. Dupont Ave.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

Construct an enhanced crosswalk across W. Dupont Avenue and a new pedestrian path from Dupont Street through Eastlake Park (Borough-owned park), replace the footbridge over Little Crum Creek, and construct sidewalk along Hillside Road to Glenloch Road. The current conditions along this route include a standard crosswalk across Dupont Street to nowhere (it ends into an upright curb), an undefined path across a baseball field, a dilapidated footbridge over the creek, and no sidewalk along Hillside Road. Construct sidewalk along Hillside Road from Glenloch Road to Crum Lynne Road and to construct an enhanced crosswalk across Crum Lynne Road. There is intermittent sidewalk along Hillside Road in this stretch.

The limits for this project are along Hillside Road from Glenloch Road to Crum Lynne Road. Glenloch Road along Hillside Road through Eastlake Park to W. Dupont Ave.

\$530,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

MPMS# 103216 Jansen Avenue Grade Crossing

New

LIMITS Between PA 291 and Old Tinicum Island Road

Est Let Date: 5/18/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6A

This project will install a railroad warning lights at the Jansen Avenue grade crossing which is located between PA 291 and Old Tinicum Island Road in Tinicum Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	RRX	0	273	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		273				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103217 *Main Street Grade Crossing*

New

LIMITS Between 5th and 7th Streets

Est Let Date: 7/19/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

The Main Street-CSX rail line grade crossing (US DOT #140641S) in Darby Borough needs to be updated and may include improvements such as new gates, lights, traffic signals (if warranted), drainage, and improvements to the crossing surface and roadway for all users at and around the grade crossing. This grade crossing currently poses significant safety concerns as it accommodates train traffic from a major interstate freight line throughout the day, vehicular traffic from two roads (Main St. and Sixth St.), and pedestrian traffic from nearby schools and retail establishments. Adding to the crossing's complexity is SEPTA's trolley route 11 that operates within the Main St. cartway and bisects the freight rail line (with trolley stops located on both sides of the grade crossing). The grade crossing was the subject of a two phase study conducted by DVRPC and overseen by a broad-based steering committee (see DVRPC publication #11012 and #12014).

This project was selected from the 2015 Pennsylvania Statewide Rail-Highway Grade Crossing Program for \$337,653 RRX funds.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	750											
CON	RRX			150									
CON	RRX				188								
		750	0	150	188	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,088		Total FY2019-2022				0			
						Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103525 *Paper Mill Road over Darby Creek (Worrall Bridge/CB #221) (Act13)*

New

LIMITS Worrall Bridge/CB #221

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: McCormickTaylor/AE

CMP:

Worrall Bridge is a single span concrete rigid frame bridge, carrying Paper Mill Road over Darby Creek in Newtown Township, Delaware County. The bridge was built in 1927 and spans 36 feet with a curb to curb width of 22 feet. This bridge has a posted weight restriction of 15 tons, Except Combinations 20 Tons.

The superstructure condition is rated as 'Fair', exhibiting typical 1/8 inch wide transverse and diagonal cracking with efflorescence and surface map cracking. The concrete surrounding the deck inlets is heavily deteriorated with exposed and corroded reinforcing steel. Due to the structure type, there is no separate deck component. Work performed will be analysis of the existing structure and design of a rehabilitated or new structure. Rehabilitation or reconstruction will include installation of scour countermeasures, minimal approach roadway work and upgrading safety features to current standards. A temporary crossing will be provided for reconstruction as the bridge is situated on a dead end road.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	ACT13	200												
FD	ACT13		100											
ROW	ACT13		15											
CON	ACT13	250												
CON	ACT13		850											
		450	965	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,415		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 104172 *Pedestrian Facilities Improvement (ARLE 5)*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Concord Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. The existing pedestrian facilities at the intersection of Baltimore Pike (SR 0001) and Evergreen Drive in Concord Township will be improved, such as by crosswalk striping, ADA Ramps, push buttons and all appurtenant work.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	33												
		33	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			33		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104308 Walkable Wallingford

New

LIMITS Copples Lane from Callender Lane to the existing walk at the Strath Haven Middle School

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

The project will provide upgrades to Township's walkways and trails to improve pedestrian safety and encourage walking and biking. The new curb and sidewalk would run on the north side of Copples Lane from Callender Lane to the existing walk at the Strath Haven Middle School (a distance of about 2300 lineal feet) .

This will result in an interconnected network of trails for recreation and inter-modal access to public transportation (SEPTA Commuter Rail Line) and community destinations. A major purpose of these sidewalks is to improve safety for students walking to school because Copples Lane has been identified by DVRPC as a Hazardous Route to School and intersects Providence Road at the Middle School/High School complex, and students must currently walk in the street to get to the Strath Haven Middle School and Strath Haven High School.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$444,100 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project also received \$225,000 DVRPC Regional TAP funds (TAU) , under the title of Walkable Wallingford.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TAP			445											
		0	0	445	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			445	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104465 *Langford Run Road (PA3/I-476/Lawrence Rd)*

New

LIMITS Between PA3 and Lawrence Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Haverford Township; Marple Township

FC:

AQ Code:2017M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

This project is for roadway improvements for the planned Langford Run Road development. This project includes: 1.) reconfiguring the SB I-476 off-ramp connections with PA 3 by removing the right-turn channelized slip lane and lengthening/repurposing the off-ramp thru lane to be a shared right-thru lane; 2.) signalizing and reconstructing the PA 3/Langford Run Road intersection by adding a WB left-turn lane (on PA 3) and extending the 3rd EB thru lane (on PA 3); 3.) signalizing and reconstructing the Lawrence Road/Langford Run Road intersection by adding a left-turn lane on Lawrence Road, and 4.) retiming traffic signals and installing an adaptive signal system along PA 3 and Lawrence Road.

The planned Langford Run Road development is on a 66.86 acre parcel in the southwest quadrant of the I-476 and PA 3 (West Chester Pike) interchange in Marple Township. Plans for future development include construction of 173,818 square feet of new retail/commercial space, a 108 room hotel with a restaurant, and 147 new town homes. Plans are being finalized and will include a combination of retail and residential uses. The overall estimated transportation construction cost of this project, is \$2,961,000, while the private development investment is estimated at \$121,400,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	e581	2,000												
CON	OTH	961												
		2,961	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,961	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104609 *Penn Avenue Grade Crossing*

New

LIMITS Between Intersections of 4th and 10th Streets

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Marcus Hook Borough

FC:

AQ Code:S8

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project will install railroad warning devices and high type surface at the Penn Avenue grade crossing which is located between the intersections of 4th and 10th Streets in Marcus Hook Borough, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	RRX	270												
		270	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			270	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104610 *Erickson Avenue Grade Crossing*

New

LIMITS Between the intersection of 3rd Street & Old Tinicum Island Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLANNING AREA: Rural Area

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6A

This project will install railroad warning devices at the Erickson Avenue grade crossing which is located between the intersection of 3rd Street and Old Tinicum Island Road in Tinicum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	RRX			69												
CON	RRX				149											
		0	0	69	149	0	0	0	0	0	0	0	0			
Total FY2015-2018		218			Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 105074 *Chester Safety Cameras*

New

LIMITS Chester City

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City

FC:

AQ Code:S6

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for the addition of security cameras, streetscape improvements, and lighting to improve pedestrian safety in the City of Chester.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	411	147														
FD	LOC	50														
CON	411	603														
CON	LOC	300														
		1,100	0	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		1,100			Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105131 *US 202 and US 1 Connector Road*

New

LIMITS Applied Card Way; US 202 and US 1

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chadds Ford Township; Concord Township

FC:

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided to complete the southeastern loop road, Applied Card Way, to connect US 202 and US 1 in Concord and Chadds Ford Townships. Construction also includes related sidewalks, lighting and pedestrian safety amenities. A completed loop road system will divert traffic from the Route 202/US 1 intersection.

This is a companion project to MPMS #95429.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	411	3,000														
CON	LOC	3,000														
		6,000	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018			6,000			Total FY2019-2022			0			Total FY2023-2026		0

MPMS# 105257 *Swarthmore Avenue LED*

New

LIMITS Intersection along North Swarthmore Ave

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

Ridley Park Borough wants to upgrade three existing traffic signal intersections and two school speed limit signals along North Swarthmore Avenue from the existing incandescent light fixtures to efficient LED modules, including the existing pedestrian crossing signals.

North Swarthmore Avenue and West Dupont Street, North Swarthmore Avenue and West Ridley Avenue, North Swarthmore Avenue and West Sellers Avenue , North Swarthmore Avenue near West Rodgers Street.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	A-073		14													
CON	LOC		14													
		0	28	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018			28			Total FY2019-2022			0			Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107152 *Local Asset Data Collection - Delaware County*

LIMITS Countywide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLANNING AREA:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

Improve transportation planning and asset management strategies through the identification and collection of missing critical data on all locally-owned roads and bridges over eight feet in length in Delaware County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	STU		100											
		0	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			100	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 107177 *Moore Road Sidewalk Project (TAP)*

New

LIMITS Brookhaven Road to the Nether Providence Elementary School to Creekside Swim Club

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

The Moore Road project is to establish a continuous concrete curb and walk along the north side of Moore Road from Brookhaven Road to the Nether Providence Elementary School and continuing to a local public swim club, Creekside Swim Club, at the corner of Georgetown Road.

Project was awarded \$825,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107178 *Springfield Township Sidewalk Improvements (TAP)*

New

LIMITS SEPTA Transit Station and Health Campus/Golf View Estates

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Springfield Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:**

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA transit station and Springfield Hospital/Healthplex/Golf View Estates active adult community, and defined curb cuts and crosswalks for safe pedestrian movements.

Project was awarded \$280,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$63,181	\$44,861	\$57,129	\$87,355	\$252,526	\$368,633	\$92,945

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLANNING AREA Developed Community; Core City

IPD: 6

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP). The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge Off Ramp and along US 322 from the I-95 interchange to SR 452 (Market Street) to the west. Among other safety issues, a major weave across three high volume lanes of traffic occurs when vehicles enter I-95 from US 322 eastbound and are destined to US 322 eastbound and the Commodore Barry Bridge. The area along I-95 has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB. The project will also entail the bridge rehabilitation or replacement of five existing bridges including Highland Avenue over I-95 and the US 322 bridge over CSXT.

This project is integral to the Delaware Valley Freight Corridors Initiative.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581-IM	0	0	0	0	0	0	0	0	3,000	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				3,000			

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 15796 *Morris Road Bridge over Mill Creek*

New

LIMITS Morris Road over Mill Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

The Morris Avenue Bridge over Mill Creek is located in Lower Merion Township and is a two span concrete T-Beam bridge. The superstructure of the bridge has a 3-serious condition code with both the deck and substructure having a 4-poor condition code. The superstructure has advance section loss due to the concrete deterioration which has exposed the reinforcement. The bridge is categorized as structurally deficient due to the deck, superstructure and substructure being rated as 4-poor, 3-serious, and 4-poor condition rating respectively. The bridge will be completely replaced due to the severe deterioration.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	ACT13	100													
FD	ACT13	200													
ROW	ACT13		25												
CON	LOC			1,500											
		300	25	1,500	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,825				Total FY2019-2022				0		
						Total FY2019-2022				0		Total FY2023-2026			
										0		0			

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

Est Let Date: 3/15/2017

LIMITS Over Tookany Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

In Cheltenham Township, east of Jenkintown, this project involves rehabilitating or replacing the Tookany Creek Parkway bridge over the tributary of the Tookany Creek (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STP	25													
FD	183	4													
FD	LOC	2													
UTL	STP	42													
UTL	183	8													
UTL	LOC	2													
CON	STP		227												
CON	183		100												
CON	LOC		33												
CON	STP				431										
CON	183				80										
CON	LOC				27										
		83	360	0	538	0	0	0	0	0	0	0	0		
		Total FY2015-2018			981				Total FY2019-2022				0		
						Total FY2019-2022				0		Total FY2023-2026			
										0		0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA R3 SR:0611

LIMITS Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 1/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14E

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP		356											
CON	185		88											
CON	TOLL													
CON	NHPP			1,626										
CON	581			5,022										
CON	185			442										
CON	NHPP					2,714								
CON	185					678								
		0	444	7,090	0	0	3,392	0	0	0	0	0	0	
		Total FY2015-2018			7,534	Total FY2019-2022				3,392	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

LIMITS Over Amtrak/SEPTA Paoli Rail Lines

Est Let Date: 10/13/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	STP	32													
ROW	183	6													
ROW	LOC	2													
UTL	STU	640													
UTL	183	120													
UTL	LOC	40													
CON	581		2,152												
CON	LOC		219												
CON	581				2,000										
		840	2,371	0	2,000	0	0	0	0	0	0	0	0		
		Total FY2015-2018			5,211	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16239 **NEW HANOVER SQ RD BR**

Return

LIMITS Between New Road and Swamp Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township

FC: 7

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	BOF							307								
FD	185							77								
ROW	BOF									81						
ROW	185									20						
CON	BOF										1,027					
CON	185										257					
		0	0	0	0	0	0	384	0	101	1,284	0	0			
		Total FY2015-2018				0	Total FY2019-2022				384	Total FY2023-2026				1,385

MPMS# 16248 **Union Avenue (Bridge) SR:7104**

Est Let Date: 7/18/2016

LIMITS Over SEPTA R6, Cynwyd Rail Line

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5F, 7A

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	183	71														
FD	LOC	18														
CON	BOF	5,340														
CON	183	1,114														
CON	LOC	371														
CON	BOF		526													
		6,914	526	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				7,440	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16334 PA 73, Church Road Intersection and Signal Improvements SR:0073

LIMITS Greenwood Avenue to Rice's Mill Road

Est Let Date: 2/15/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: AECOM/C. Beissel

CMP: Minor SOV Capacity

Adding Subcorr(s): 14E

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	NHPP		160												
PE	581		40												
FD	NHPP		400												
FD	581		100												
ROW	TOLL														
ROW	CAQ	530													
CON	TOLL														
CON	CAQ			4,164											
		530	700	4,164	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			5,394	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS Over SEPTA Route 100

Est Let Date: 8/11/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP	446												
UTL	183	84												
UTL	LOC	28												
CON	STP		3,366											
CON	183		631											
CON	LOC		210											
		558	4,207	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,765		Total FY2019-2022				0		Total FY2023-2026	
							0						0	

MPMS# 16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046

LIMITS Over Perkiomen Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Providence Township; Upper Providence Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

The new three-lane bridge will replace the existing closed bridge. It will have 5 foot shoulders on each side, a sidewalk on one side, and a total width of approximately 50 feet. There are no bike lanes on any of the approach lanes due to narrowness. Access to the nearby Perkiomen Trail is "Share-the-Road." The middle lane will serve as a turn lane for Arcola/Level Roads on the Lower Providence side (stop sign on bridge approach) and a turn lane, including a traffic signal, for the Arcola/Cider Mill approach on the Upper Providence side will be installed.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	BOF*													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0		Total FY2019-2022				0		Total FY2023-2026	
							0						0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 2/9/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	BOF	467											
PE	183	88											
PE	LOC	29											
FD	BOF	467											
FD	183	88											
FD	LOC	29											
ROW	STP					48							
ROW	183					8							
ROW	LOC					2							
UTL	LOC				2								
UTL	STP					48							
UTL	183					10							
CON	STP						2,952						
CON	183						553						
CON	LOC						184						
		1,168	0	0	2	116	3,689	0	0	0	0	0	0
		Total FY2015-2018		1,170		Total FY2019-2022		3,805		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 PA 309, Connector Project - Phase I SR:1058

LIMITS Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:57

MUNICIPALITIES: Lower Salford Township; Franconia Township; Towamencin Townshi FC: 14; 16

AQ Code:2013M

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 2A, 11A, 14C

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION. DEMO PA ID #206 - \$4,59,394.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU		720										
PE	581		180										
ROW	STU		393										
ROW	STP		812										
ROW	581		301										
		0	2,406	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		2,406		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16477 PA 309, Welsh Rd. to Highland Ave. SR:0309

LIMITS Welsh Rd. to Highland Ave. (Sec. 101)

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Dublin Township; Lower Gwynedd Township

FC: 12; 14; 19

AQ Code:2020M

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8F, 8G, 14C

This project provides for the construction of Section 101 of Route 309, between Welsh Rd. and Highland Avenue. As part of this section, the Norristown Road interchange will include new ramps to provide exit access from 309 southbound onto Norristown Road, and entrance access from Norristown Road onto 309 northbound. The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

SAFETEA DEMO #1923, PA ID 416 - \$2 MILLION

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	432													
FD	581	108													
CON	581	276													
CON	581		555												
CON	581			1,041											
CON	581				2,328										
		816	555	1,041	2,328	0	0	0	0	0	0	0	0		
		Total FY2015-2018			4,740	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16484 *Edgehill Road Bridge Over Old York Road SR:2034*

LIMITS Over Old York Road

Est Let Date: 3/24/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14E

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and the replacement of approach curb and sidewalk. The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	TOLL														
FD	STU	100													
ROW	TOLL														
ROW	STU	318													
UTL	TOLL														
UTL	STU	526													
CON	STP	764													
CON	TOLL														
CON	STU	521													
CON	STP		479												
CON	TOLL														
CON	STU		750												
CON	TOLL														
CON	STU			1,599											
		2,229	1,229	1,599	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			5,057	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade SR:0000

Return

LIMITS Butler Pike to Philadelphia County Line

Est Let Date: 2/6/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/MMP

CMP: Major SOV Capacity

Adding Subcorr(s): 15B

This project involves reconstructing the roadway and drainage, upgrading and interconnecting traffic signals, and adding turn lanes at Joshua Road, Barren Hill Road, and Manor Road intersections. Sidewalks will be included where feasible. Phase 1 will be from Crescent Road to Philadelphia line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Crescent Road. Currently the roadway is 4 lanes (2 in each direction) between Butler and Church Road, and three lanes from Church Road to Philadelphia city line (2 west-bound and 1 east-bound).

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	LOC	1,000												
ROW	LOC		1,000											
CON	STU											29,656		
CON	581											7,414		
		1,000	1,000	0	0	0	0	0	0	0	0	37,070	0	
		Total FY2015-2018			2,000		Total FY2019-2022			0		Total FY2023-2026		37,070

MPMS# 16599 PA 320 at Hanging Rock SR:0320

Return

LIMITS Upper Gulph Road to Arden Road adjacent to the "Hanging Rock"

Est Let Date: 6/14/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S4

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/CC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3C

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail.

Project includes replacing existing wall along creek. Reconstruct roadway, construct concrete curbs, install storm pipes and inlets as needed, install guide rail as required.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU								6,172					
		0	0	0	0	0	0	0	6,172	0	0	0	0	
		Total FY2015-2018			0		Total FY2019-2022			6,172		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16610 *Ashmead Road Bridge Over Tookany Creek (CB) SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 1/14/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP	85												
UTL	185	16												
UTL	LOC	5												
CON	STP	2,419												
CON	185	454												
CON	LOC	151												
		3,130	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,130	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 16658 *Old Forty Foot/Skipack (Bridge)*

LIMITS over Skipack Creek

Est Let Date: 3/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Towamencin Township

FC: 17

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This is a Structurally Deficient bridge breakout project from MPMS #88706. This project involves rehabilitating or replacing a bridge near Old Forty Foot Road and Skipack Pike (Route 73) in Lower Salford Township, Montgomery County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU		393											
FD	185		98											
ROW	STU				185									
ROW	185				46									
UTL	STU				245									
UTL	185				61									
CON	STU					2,761								
CON	185					690								
		0	491	0	537	3,451	0	0	0	0	0	0	0	
		Total FY2015-2018			1,028	Total FY2019-2022				3,451	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16665 **US 202, Markley Street Southbound (Section 500) SR:0202**

Return

LIMITS Main Street to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: East Norriton Township; Norristown Borough

FC: 14

AQ Code:S10

PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	469											
FD	581		147										
ROW	NHPP	2,686											
ROW	581	672											
UTL	NHPP		911										
UTL	581		228										
		3,827	1,286	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		5,113		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16703 *Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051*

LIMITS Over Schuylkill River and Norfolk Southern Railroa No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township; West Norriton Township FC: 16 AQ Code:A2

PLANNING AREA: Developed Community IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 1A, 9B

The new bridge which replaces the Old Betzwood vehicular bridge over the Schuylkill River will accommodate bicycles and pedestrians. This project will also provide for rehabilitation of the Trooper Road superstructure over Norfolk Southern railroad and replacement of the Trooper Road structure over the Schuylkill River Trail. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

This trail project is intended for transportation purposes, including trips to public venues, businesses and services. This project will provide non-motorized transportation connections from residential communities (Riverview at Valley Forge, Valley Forge Crossing, Valley Forge Towers & Apartments) to major employment centers (King of Prussia Business Park, Valley Forge Corporate Center) and retail/service centers (King of Prussia Mall, Valley Forge Convention Center, Greater Philadelphia Expo Center) in Upper Merion, West Norriton and Lower Providence Townships. This project will also provide a connection between the north and south sides of the Valley Forge National Historical Park to minimize impacts of vehicular traffic within the National Historical Landmark.

This project is part (5) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ		500											
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16705 *Chester Valley Trail Extension (C036)*

LIMITS South Gulph Road Bridge to Schuylkill River Trail

Est Let Date: 4/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township; Bridgeport Borough; Norristown Borough **FC:**

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 8D, 9B

This project includes the development of a 3.5 mile extension of the paved trail. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery to Bucks County. This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	CAQ	294													
CON	TOLL														
CON	CAQ		2,000												
CON	TOLL														
CON	CAQ			4,644											
CON	CAQ				2,644										
CON	TOLL														
		294	2,000	4,644	2,644	0	0	0	0	0	0	0	0		
		Total FY2015-2018			9,582	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 *WarminsterRd/Pennypack Ck (Bridge)*

LIMITS over Pennypack Creek

Est Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP	446												
FD	185	111												
ROW	STP		232											
ROW	185		58											
UTL	STP		232											
UTL	185		58											
CON	185			549										
CON	581			2,197										
		557	580	2,746	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,883	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 16738 *US 422 Expressway Section M1B SR:0422*

Return

LIMITS Norfolk Southern RR to Park Rd.

Est Let Date: 4/6/2017

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD: 4

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU										31,837			
CON	STP										13,842			
CON	581										32,563			
		0	0	0	0	0	0	0	0	0	78,242	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			78,242

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16741 Swamp Road at PA 663 SR:0663

Return

LIMITS Swamp Road at PA 663

Est Let Date: 3/17/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:R1

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	581					1,194										
ROW	185						246									
UTL	185						246									
CON	581							1,900								
		0	0	0	0	1,194	492	1,900	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				3,586	Total FY2023-2026				0

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

Return

LIMITS Moore Rd to Geerdes Blvd

Est Let Date: 10/15/2020

IMPROVEMENT Intersection/Interchange Improvements

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Major SOV Capacity

Adding Subcorr(s): 9B

Replace structurally deficient, functionally obsolete, weight restricted (30 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	LOC	775														
FD	581						947									
ROW	STU								1,044							
UTL	STU									1,142						
CON	581									7,761						
CON	581									7,761						
		775	0	0	0	0	947	0	1,044	16,664	0	0	0			
		Total FY2015-2018				775	Total FY2019-2022				1,991	Total FY2023-2026				16,664

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

Return

LIMITS at PA 152, Limekiln Pk. & Norristown Rd.

Est Let Date: 1/2/2020

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2025M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/HPF

CMP: Minor SOV Capacity

Adding Subcorr(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width

Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU							6,458					
ROW	581							1,614					
CON	581									13,111			
		0	0	0	0	0	0	8,072	0	13,111	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			8,072	Total FY2023-2026			13,111

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike, Norristown Boro to Butler Pike SR:0000

Return

LIMITS PA Turnpike to Regal Plaza Drive

No Let Date

IMPROVEMENT Roadway Rehabilitation

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/MMP

CMP: Minor SOV Capacity

Adding Subcorr(s): 1A, 9B

This project is part of a larger phased construction of Ridge Pike and provides pre-construction funds to address the reconstruction of this high volume four lane arterial, from the PA Turnpike to Regal Plaza, with the addition of a center turn lane from the easterly end of the Norfolk Southern railroad bridges project (located to the east of where the PA Turnpike crosses Ridge Pike) to Regal Plaza Drive, as required. This project serves as the design parent for both the PA Turnpike to Regal Plaza section (MPMS #48175) and the project for two Norfolk Southern bridges between the PA Turnpike and Carland Road (MPMS #92839); The roadway construction section between Carland Road to Regal Plaza Drive will be locally funded. Sidewalks will be included. Signals will be upgraded and interconnected. The eastern Ridge Pike companion project is MPMS #16577.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	849												
FD	LOC	212												
ROW	STU	1,018												
ROW	LOC	255												
UTL	STU	424												
UTL	LOC	106												
		2,864	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,864		Total FY2019-2022				0		Total FY2023-2026	
							0						0	

MPMS# 48186 Pottstown Area Signal System Upgrade SR:4031

Est Let Date: 5/7/2015

LIMITS Montgomery and Chester Counties

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Pottstown Borough; North Coventry Township

FC: 14

AQ Code:2020M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 4

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

Adding Subcorr(s): 9A

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	CAQ		126											
UTL	CAQ	800												
CON	TOLL													
CON	CAQ	7,818												
CON	CAQ		5,943											
CON	TOLL													
CON	TOLL													
CON	CAQ			639										
		8,618	6,069	639	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			15,326		Total FY2019-2022				0		Total FY2023-2026	
							0						0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48187 Henderson/Gulph Road Widen near I-76 Ramps SR:3029

Return

LIMITS Shoemaker; S Gulph: Crooked Lane to Gulph Mills Intersection

Est Let Date: 1/7/2021

IMPROVEMENT Roadway New Capacity

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 9B

This project includes construction for widening along South Henderson Road from South Gulph Road to Shoemaker Road as well as widening along South Gulph Road between Crooked Lane to the I-76 Gulph Mills intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	LOC	450												
FD	581									779				
FD	LOC									195				
ROW	581										519			
UTL	581										796			
CON	581												12,923	
		450	0	0	0	0	0	0	0	974	1,315	0	12,923	
		Total FY2015-2018			450	Total FY2019-2022				0	Total FY2023-2026			15,212

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 50646 PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063

LIMITS Over Unami Creek and East Branch of Perkiomen

Est Let Date: 3/17/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Marlborough Township; Upper Salford Township

FC: 14

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 2

PROJECT MANAGER: AECOM/C. Beissel

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581		500										
CON	NHPP					3,695							
CON	581					924							
CON	NHPP						3,695						
CON	185						924						
CON	NHPP							3,694					
CON	581							924					
		0	500	0	0	4,619	4,619	4,618	0	0	0	0	0
Total FY2015-2018		500				Total FY2019-2022				13,856			
						Total FY2023-2026				0			

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 10/22/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	538											
ROW	STU		84										
ROW	581		21										
CON	581			2,251									
		538	105	2,251	0	0	0	0	0	0	0	0	0
Total FY2015-2018		2,894				Total FY2019-2022				0			
						Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57851 **Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044**

LIMITS PA 73 to Township Line Road

Est Let Date: 2/11/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

FC: 14; 16

AQ Code:2020M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Minor SOV Capacity

This project contains five elements to make the Plank Road/Otts Road/Meyers Road/Seitz Road Intersections function better:

The first element is the realignment of Meyers and Seitz Roads at Township Line Road. Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with Township Line Road. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and Township Line Road. The Seitz Road intersection with Township Line Road is currently two-way stop controlled. A new signal will be installed at the intersection of Township Line Road and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled "T" intersection.

The second element is the realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection. There are two curves in this area that do not meet current geometric design criteria for 40 MPH Design Speed. The proposed realignment will meet these criteria.

The third element is the vertical and horizontal realignment of Otts Road. This road has a series of curves east of the Miller/Bauman Road intersection that do not meet current geometric design criteria for 40 MPH Design Speed. The topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.

The fourth element is the Otts Road approach to the intersection with Plank Road and PA 29. The Otts Road and Plank Road approaches to PA 29 are offset by approximately 100 feet. Both "T" intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite Plank Road which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

The last element to this project is the Plank Road approach to the intersection with PA 73. Plank Road ends at Skippack Pike (PA 73) as a "T" intersection. Plank Road and PA 73 will be widened to accommodate left turn lanes on both Plank Road and Skippack Pike but will not be realigned. A new signal will replace the existing one for this intersection and a left turn lane will be added both to Plank Road and Skippack Pike (PA 73). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581	100												
ROW	TOLL													
ROW	CAQ	441												
UTL	TOLL													
UTL	CAQ	141												
CON	CAQ		4,019											
CON	581		1,005											
CON	CAQ			5,981										
CON	581			1,495										
		682	5,024	7,476	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			13,182	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57858 Lafayette Street Extension (MG1) SR:9102

LIMITS Dannehower Bridge to PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

FC: 9

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

This project (Section MG1) serves as the design project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Diamond Avenue. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as an all electronic toll interchange with the Pennsylvania Turnpike.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	849												
FD	LOC	212												
ROW	STU	146												
ROW	LOC	37												
ROW	STU		495											
ROW	LOC		21											
		1,244	516	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,760	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57864 **Cowpath Road/Godshall Road/Broad Street Improvements SR:1012**

LIMITS At Cowpath Road/Godshall Road/Broad Street No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Franconia Township FC: 17 AQ Code:R4

PLANNING AREA: Growing Suburb IPD: 1

PROJECT MANAGER: HNTB/J. Alfieri CMP: Minor SOV Capacity Adding Subcorr(s): 11A

Funding in FY15 and FY16 is for Accrued Unbilled Costs (AUC).

Project S.R. 1012 (Godshall Road/West Broad Street) extends approximately 700 feet to either side of Cowpath Road intersection between Station 13+50.00 (Segment 0030/Offset 4060) and Station 28+50.00 (Segment 0040/Offset 0679). Work on T-410 (Cowpath Road) will extend approximately 650 feet to the West and 560 feet to the East of the intersection with Godshall Road between Station 12+25.00 and Station 24+30.00.

The project includes widening for its entire length to provide left turn lanes at all approaches and dedicated right turn lanes from westbound T-410 (Cowpath Road) and from northbound S.R. 1012 Godshall Road. Also, included is the addition of 4' shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

This project involves realignment of S.R. 1012 (Godshall Road and West Broad Street) in order to remove the offset that currently exists between the two roads and along the path of the state route.

S.R. 1012 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the northbound approach and 4' shoulders.

T-410 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the westbound approach and 4' shoulders.

Shoulders are to be widened from the existing 0'-2' to a 4' minimum. .

There are currently no accommodations for pedestrians or bicycles. Proposed pedestrian accommodations include sidewalk along the west side of S.R. 1012 (West Broad Street), cross walks and islands with associated hand/man pedestrian signals, and additional sidewalk near the intersection along (S.R. 1012) Godshall Road

-There are no adjacent projects requiring coordination at this time.

This project also includes the replacement of two non-historical bridges. Their sufficiency ratings are as follows:

SR 1012 over Skippack Creek: 95.7
Proposed New Structure: Prestressed Adjacent Box Beam

SR 1012 over Tributary to Skippack Creek:46.6
Proposed New Structure: Single Cell Precast Arch

Two retaining walls will also be constructed. One is located on the north side of Cowpath road, just east of the West Broad Street (SR 1012) intersection. The second is located along the east side of West Broad Street on the ramp carrying westbound traffic on Cowpath to northbound West Broad.

The project includes one (1) new signalized intersection with eleven (11) LED signal heads and four (4) LED pedestrian indications. The intersection is at Cowpath Road (T-410) and West Broad Street (SR 1012)/Godshall Road (SR 1012). The intersection signal will be traffic responsive with the use of video detection. Remote access is not included in the design. This project precedes the current Regional ITS Architecture; therefore compliance is out of scope.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	279													
CON	TOLL														
CON	STU		368												
		279	368	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			647	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57865 Edge Hill Road Reconstruction SR:2034

LIMITS Easton Road to Jenkintown Road

Est Let Date: 10/17/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: HNTB/J. Alfieri

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU	424											
FD	LOC	106											
ROW	STU		495										
ROW	LOC		124										
ROW	STU			340									
ROW	LOC			101									
ROW	STU				64								
CON	STU					7,379							
CON	581					1,845							
		530	619	441	64	0	9,224	0	0	0	0	0	0
		Total FY2015-2018			1,654	Total FY2019-2022			9,224	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63486 **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

LIMITS Johnson Highway to Township Line Road

Est Let Date: 2/7/2019

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

FC: 14

AQ Code:2025M

PLANNING AREA: Growing Suburb; Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

Adding Subcorr(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP	4,170											
ROW	581	1,043											
UTL	NHPP		100										
UTL	581		25										
UTL	NHPP							1,578					
UTL	581							395					
CON	581					17,437							
CON	581						17,437						
CON	581							17,437					
CON	581								17,437				
		5,213	125	0	0	17,437	17,437	19,410	17,437	0	0	0	0
		Total FY2015-2018		5,338		Total FY2019-2022		71,721		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63490 US 202, Township Line Road to Morris Road (61N) SR:0202

LIMITS Township Line Road to Morris Road

Est Let Date: 4/3/2017

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Whitpain Township

FC: 14; 16

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

Adding Subcorr(s): 2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU	1,273											
ROW	581	318											
ROW	TOLL												
ROW	STU		1,900										
UTL	NHPP	849											
UTL	581	212											
CON	581			8,608									
CON	581				12,904								
CON	581					13,868							
CON	581						24,834						
CON	581									2,701			
		2,652	1,900	8,608	12,904	13,868	24,834	0	0	2,701	0	0	0
		Total FY2015-2018			26,064	Total FY2019-2022			38,702	Total FY2023-2026			2,701

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63491 US 202, Morris Road to Swedesford Road (65S) SR:0202

LIMITS Morris Road to Swedesford Road

Est Let Date: 1/15/2019

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Tow FC: 14

AQ Code:2035M

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

Adding Subcorr(s): 8F, 12B, 14C

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP	1,146											
ROW	581	286											
UTL	NHPP		1,748										
UTL	581		437										
CON	NHPP					10,494							
CON	581					2,623							
CON	NHPP						12,914						
CON	581						3,228						
CON	NHPP							18,070					
CON	581							4,517					
CON	NHPP									1,020			
CON	581									255			
CON	STU										11,713		
CON	581											2,928	
		1,432	2,185	0	0	13,117	16,142	22,587	0	1,275	11,713	2,928	0
		Total FY2015-2018		3,617		Total FY2019-2022		51,846		Total FY2023-2026		15,916	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63493 PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202

LIMITS At Old US 202/PA 309/PA 463

Est Let Date: 4/6/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2020M

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

Adding Subcorr(s): 8G, 12B, 14C

This project involves modifications to the intersection of SR 0309 (Bethlehem Pike) with SR 0463 (Horsham/Cowpath Road) and SR 2202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work along SR 0309 will extend approximately 430 m. (1411 ft.) north of the intersection and approximately 320 m. (1050 ft.) south of the intersection; along SR 0463 will extend approximately 460 m. (1508 ft.) east of the intersection and 245 m. (804 ft.) west of the intersection; along SR 2202 will extend approximately 80 m. (262 ft.) north of the intersection. Both signal support structures will be replaced.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	581	212														
UTL	581		732													
UTL	581			377												
UTL	581				1,075											
CON	581			4,314												
CON	581					666										
		212	732	4,691	1,075	0	666	0	0	0	0	0	0			
		Total FY2015-2018		6,710		Total FY2019-2022				666				Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795 Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045

Return

LIMITS I-76 to Rock Hill Road

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/CC

CMP: Major SOV Capacity

Adding Subcorr(s): 3B, 7B

Widen Belmont Avenue to provide additional lanes, intersection improvements and streetscape improvements; replace railroad overpass from I-76 to Rock Hill Road. This project will also include improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	LOC	1,000											
ROW	581							2,534					
ROW	LOC							1,900					
CON	STP											15,683	
CON	581											15,683	
		1,000	0	0	0	0	0	4,434	0	0	0	31,366	0
		Total FY2015-2018			1,000	Total FY2019-2022			4,434	Total FY2023-2026			31,366

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64796 **US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422**

LIMITS At US 422 and PA 363

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:95

MUNICIPALITIES: Lower Providence Township; West Norriton Township

FC: 12; 14; 16; 17

AQ Code:2025M

PLANNING AREA: Growing Suburb; Developed Community

IPD: 0

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 9B

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	STU		850												
UTL	TOLL														
CON	TOLL														
CON	STU		250												
		0	1,100	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,100	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412

LIMITS Over Amtrak/SEPTA

Est Let Date: 4/6/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STP	849											
ROW	183	159											
ROW	LOC	53											
UTL	STP		1,748										
UTL	183		328										
UTL	LOC		109										
CON	STP			773									
CON	183			145									
CON	LOC			48									
CON	STP				4,773								
CON	183				895								
CON	LOC				298								
		1,061	2,185	966	5,966	0	0	0	0	0	0	0	0
		Total FY2015-2018		10,178		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 65910 *Ambler Streetscape/Station Landscaping (TE) SR:0309*

LIMITS Along Butler Pike/Vicinity of Ambler Train Station

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Ambler Borough

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Coscia **CMP:** Not SOV Capacity Adding

Federal STU funds in this project are to cover a SEPTA Agreement.

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	
CON	TOLL													
CON	STU	98												
CON	TOLL													
CON	STU		305											
CON	STP		658											
		98	963	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,061	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS US 422 to North Gulph Road

Est Let Date: 10/18/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

Adding Subcorr(s): 1A, 9B

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	SXF		80										
ROW	581		22										
UTL	SXF			2,251									
UTL	581			563									
CON	TOLL												
CON	SXF					4,614							
CON	TOLL												
CON	NHPP						5,086						
		0	102	2,814	0	4,614	5,086	0	0	0	0	0	0
		Total FY2015-2018		2,916		Total FY2019-2022		9,700		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 67373 *Wynnewood Road over Branch of Indian Creek*

New

LIMITS Wynnewood Road over Branch of Indian Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project is for the ROW phase of the Wynnewood Road over Branch of Indian Creek bridge replacement that is part of the statewide P3 Rapid Bridge Replacement.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	S581	3													
		3	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 68064 *I-76 West Ramps Phase1- Henderson/Gulph Road Widen SR:0076*

Return

LIMITS I-76 WB Ramps and Noisewalls-Phase I

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: CONSTR

CMP: Major SOV Capacity

Adding Subcorr(s): 3C, 9B

This is a financial action and will not effect project schedule.

The first of three construction projects (see also #48187 & 16211 includes construction of a new I-76 Westbound off ramp from the S. Gulph and Henderson Rd Intersection also includes improvements and construction of a Noisewall along the I-76 Westbound on-ramp between S Henderson & Weadley Rds. Final Design for the project is obligated in MPMS 48187

This project is Phase I and includes construction of a new I-76 westbound off-ramp and relocated I-76 westbound on-ramp from/to the South Gulph and Henderson Roads intersection. Also included are intersection improvements and construction of a noisewall along the I-76 westbound on-ramp between South Henderson and Weadly Roads. The first phase of three construction projects (also see MPMS #'s 48187 and 16211), note that final design for all three projects is included in MPMS #48187.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	581	25													
		25	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			25	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 70197 US 422, (New) Expressway Bridge Over Schuylkill River (SRB) SR:0422

LIMITS Over Schuylkill River

Est Let Date: 8/6/2015

IMPROVEMENT Roadway New Capacity

MRPID:96

MUNICIPALITIES: Upper Merion Township; West Norriton Township

FC: 12; 16

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

Adding Subcorr(s): 9B

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #16703 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU	408											
FD	581	102											
FD	STU		400										
FD	STP		340										
FD	581		185										
ROW	NHPP	1,000											
ROW	TOLL												
ROW	STU		728										
UTL	STU		728										
CON	NHPP		24,161										
CON	185		6,290										
CON	NHPP			34,161									
CON	185			8,290									
CON	NHPP				29,061								
CON	185				7,265								
CON	NHPP					20,086							
CON	STP					775							

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Montgomery

CON STU					8,400							
CON 185					7,315							
	1,510	32,832	42,451	36,326	36,576	0	0	0	0	0	0	0
Total FY2015-2018			113,119		Total FY2019-2022	36,576				Total FY2023-2026	0	

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 1/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitemarsh Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge is closed. The county will provide new pedestrian access on the bridge that would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP	93											
PE	STU	352											
PE	183	83											
PE	LOC	28											
FD	STP			470									
FD	183			88									
FD	LOC			29									
ROW	STP				37								
ROW	183				7								
ROW	LOC				2								
UTL	STP				28								
UTL	185				5								
UTL	LOC				2								
CON	STP					5,321							
CON	183					998							
CON	LOC					332							
		556	0	587	81	6,651	0	0	0	0	0	0	0
Total FY2015-2018				1,224		Total FY2019-2022	6,651			Total FY2023-2026	0		

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72994 PA 263, York Road Hatboro Revitalization (HTSSRS)

LIMITS Horsham Road to Summit Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 12A

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn from MPMS #64984 at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been broken out to MPMS #74817 for use on this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	49												
CON	STU		588											
		49	588	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			637		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 74807 North Broad Streetscape Improvements

LIMITS Lansing Avenue to Lynwood Road

Est Let Date: 1/14/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatfield Township

FC: 16

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/D. Barr

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14C

The project will include streetscape improvements such as concrete sidewalks, curbs and street plantings. The preliminary engineering phase was completed by Hatfield Township in 2008.

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - \$100,000

\$20,000 will be provided by Lansdale Warehouse

\$20,000 will be provided by Hatfield Township

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SXF	100												
CON	LOC	42												
		142	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			142		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74813 *Ambler Pedestrian Sidewalk Improvements*

LIMITS Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 2/11/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ambler Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14B

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	355												
		355	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			355	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 74815 *Upper Gwynedd Streetscape Improvements*

LIMITS At West Point Avenue and Garfield Avenue

Est Let Date: 2/11/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8F

Streetscape improvement at West Point and Garfield Avenues, including curb and sidewalk reconstruction and improved lighting in the four block section surrounding the intersection of West Point and Garfield Avenue.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SXF	300												
CON	TOLL													
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			300	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74817 PA 263, York Road Hatboro Revitalization (TE/HTSSRTS-DEMO)

LIMITS Horsham Road to Summit Avenue

Est Let Date: 7/16/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A, 14F

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible. This project was recommended in the spring of 2005 for funding through the HTSSRS program for \$800,998 funding and also has earmark funding (SXF).

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been programmed for this project in MPMS #74817.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 74937 Whitemarsh Township Street Improvements

LIMITS Germantown Pike, Church Road to Joshua Road

Est Let Date: 2/11/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Whitemarsh Township

FC: 14

AQ Code:S6

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road.

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF		640											
		0	640	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			640	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77211 PA 309 Connector - Phase 2

New-B

LIMITS Franconia, Hatfield & Hilltown Twps.

Est Let Date: 7/13/2023

IMPROVEMENT Roadway New Capacity

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 12B, 14C

This Phase 2 project will improve connectivity between PA 309 and the Pennsylvania Turnpike interchange at Lansdale. It involves extending Wambold Road from Allentown Road to Cowpath Road, reconstructing Township Line Road, and a new partial interchange at PA 309. Phase 1 was carried under MPMS #16438.

TIP Program Years (\$ 000)																					
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
FD	581							3,800													
ROW	NHPP										21,853										
ROW	581										5,832										
UTL	NHPP									2,688											
UTL	TOLL																				
CON	NHPP											15,760									
CON	581											3,940									
CON	NHPP												15,760								
CON	581												3,940								
		0	0	0	0	0	0	3,800	0	2,688	27,685	19,700	19,700								
Total FY2015-2018		0				Total FY2019-2022				3,800				Total FY2023-2026				69,773			

MPMS# 78736 E King St O/Manatawney Cr (Bridge)

LIMITS Pottstown Boro

Est Let Date: 7/18/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough

FC: 14

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)																					
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
FD	NHPP	112																			
FD	185	28																			
ROW	NHPP		115																		
ROW	185		29																		
CON	NHPP					421															
CON	185					105															
		140	144	0	0	526	0	0	0	0	0	0	0								
Total FY2015-2018		284				Total FY2019-2022				526				Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79863 Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)

Return

LIMITS Ford Street to Conshohocken Road

Actl Let Date: 5/9/2013

IMPROVEMENT Roadway New Capacity

MRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

FC: 9

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

This project (Section MGP) will extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange. This new section between Ford Street and Conshohocken Road will be constructed and will provide turn lanes onto Conshohocken Road.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	700												
CON	LOC	175												
CON	STP		150											
CON	STU		700											
CON	LOC		213											
		875	1,063	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,938	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79864 Lafayette Street, Barbados Street to Ford Street Widening (MGN)

LIMITS Barbados Street to Ford Street

Est Let Date: 4/14/2016

IMPROVEMENT Roadway New Capacity

MRPID:55

MUNICIPALITIES: Norristown Borough

FC: 9

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project (Section MGN) will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Diamond Avenue. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as an all electronic interchange with the Pennsylvania Turnpike. With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU				8,056								
CON	LOC				3,014								
CON	STU					12,056							
CON	LOC					3,014							
		0	0	0	11,070	15,070	0	0	0	0	0	0	0
		Total FY2015-2018			11,070	Total FY2019-2022			15,070	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80021 *US 202, Markley Street Improvements (Section 510)*

LIMITS Main Street to Harding Boulevard

Est Let Date: 2/25/2016

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S10

PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU		9,376										
CON	581		2,344										
CON	STU			9,616									
CON	581			2,404									
CON	STU				240								
CON	581				60								
		0	11,720	12,020	300	0	0	0	0	0	0	0	0
		Total FY2015-2018		24,040		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80022 *US 202, Markley Street Improvements (Section 520)*

Return

LIMITS Harding Boulevard to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: East Norriton Township; Norristown Borough

FC: 14

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: **CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

Funds programmed in FY16 are for Accrued Unbilled Costs (AUC).

This project provides for reconstruction and signal improvements to Route US 202, from Harding Blvd to Johnson Highway. Improvements include the reconstruction of the two-lane cross-section between as a three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

The improvements along Johnson Highway will primarily involve pavement marking and signing, and will include some widening at the intersection with Markley Street and radius improvements at local roadways. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80022 (Section 510) and 80021 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STP		810												
CON	581		182												
		0	992	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			992	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Circle*

LIMITS Over Pennypack Circle

Est Let Date: 6/29/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STP		318												
FD	183		60												
FD	LOC		20												
ROW	STP		96												
ROW	183		17												
ROW	LOC		7												
CON	STU			1,981											
CON	185			371											
CON	LOC			124											
		0	518	2,476	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,994	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 80053 *Knight Road Bridge Over Green Lane Reservoir*

LIMITS Over Green Lane Reservoir

Est Let Date: 2/11/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STP	1,716													
CON	183	322													
CON	LOC	107													
		2,145	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,145	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80479 *I-476, Mid County Expressway Roadway Reconstruction*

LIMITS I-76/Schuylkill Expressway to I-276/Mid County Toll

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Merion Township; Plymouth Township; West Conshohocken B **FC:** 11; 14

AQ Code:S10

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2B, 3C

This project involves the total reconstruction of 4.1 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate six (6) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Components of this project have already been advanced under MPMS #'s 77523, 83603, 83606, and 16737. Total roadway construction estimate is \$87 million.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	NHPP	400													
		400	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			400	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 83643 *Limekiln Pike (Bridge)/SEPTA RR*

Return

LIMITS Abington Township

Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: Gannett/VAG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14B

This project includes the rehabilitation or replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185					88									
FD	185						615								
ROW	185							139							
UTL	185							697							
CON	185									3,943					
		0	0	0	0	88	615	836	0	3,943	0	0	0		
		Total FY2015-2018			0	Total FY2019-2022				1,539	Total FY2023-2026				3,943

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 *Keim Street Bridge Over Schuylkill River*

LIMITS Over Schuylkill River

Est Let Date: 4/5/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough; North Coventry Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is closed. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP		343										
FD	183		64										
FD	LOC		21										
UTL	STP			45									
UTL	183			8									
UTL	LOC			3									
CON	STP					11,151							
CON	183					3,033							
CON	LOC					1,011							
CON	STU							1,040					
CON	183							195					
CON	LOC							65					
		0	428	56	0	0	15,195	1,300	0	0	0	0	0
		Total FY2015-2018		484		Total FY2019-2022		16,495		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 84308 US 422 "S" Curve/Stowe Interchange

Return

LIMITS Berks County Line to Schuylkill River

Est Let Date: 10/13/2016

IMPROVEMENT Roadway Rehabilitation

MRPID:135

MUNICIPALITIES: West Pottsgrove Township

FC: 12

AQ Code:S10

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

Reconstruction of 1.2 miles of expressway on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. This project involves reconfiguration of the "S-curve" (high crash rate area) and Stowe Interchange. The Stowe Interchange will be realigned from the existing Trumpet configuration with tight loop ramps to a Diamond configuration. The horizontal radii comprising the Stowe "S-curve" will be increased to meet current design standards including stopping sight distance. The bridge carrying Ramp XY over SR 0422 at the Stowe Interchange will be reconstructed with the realigned interchange and will provide 16'-6" of vertical clearance with SR 0422. Structural improvements also include the replacement and extension of a culvert. PE is funded under MPMS 14698 and FD and ROW are funded under MPMS 66986. Also see MPMS #s 14698, 16738, 64220, 64222, 66986. SAFETEA DEMO # 1202 \$1.2 MILLION.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	185						7,724						
CON	STU							8,107					
CON	581							2,027					
CON	STU								8,107				
CON	581								2,027				
CON	STU									8,107			
CON	581									2,027			
		0	0	0	0	0	7,724	10,134	10,134	10,134	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			27,992	Total FY2023-2026			10,134

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86336 *Congo Road Bridge Replacement*

LIMITS Congo Road over Middle Creek

Est Let Date: 2/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	BOF		87										
FD	185		350										
ROW	BOF				123								
ROW	185				30								
UTL	BOF				123								
UTL	185				30								
CON	BOF					955							
CON	185					239							
		0	437	0	306	1,194	0	0	0	0	0	0	0
		Total FY2015-2018			743	Total FY2019-2022			1,194	Total FY2023-2026			0

MPMS# 86924 *PA 422, Resurfacing (PM2)*

LIMITS Walnut Street to Pleasant Street

Est Let Date: 7/28/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Limerick Township; Lower Pottsgrove Township

FC: 12

AQ Code:S10

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TOLL												
FD	STU	150											
CON	TOLL												
CON	NHPP			9,386									
CON	NHPP				9,386								
CON	TOLL												
		150	0	9,386	9,386	0	0	0	0	0	0	0	0
		Total FY2015-2018			18,922	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87097 Pottstown Borough Improvements (SRTSF) - Round 1

LIMITS Vicinity of Pottstown's 5 elementary schools

Est Let Date: 3/16/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project will include sidewalk rehabilitation, updated and new signage, and pavement markings. The proposed improvements at each of the Borough's elementary schools aim to create a safe environment for children to walk and bike to school. The addition of crosswalks with diagonal markings will create more of an awareness for drivers and provide the children with an identified area for safe crossings. The addition of stop bars to intersections will alert the drivers approaching intersection where they should be stopping thus creating a safer environment to cross. Improvements to the sidewalks on school property will eliminate any hazards that would hinder students walking to and from school. Upgrading all the signage along key walking/biking paths students take will rectify a very hazardous situation for students walking to and from school.

This project was awarded \$224,649 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	SRTSF		300													
CON	TOLL	0	300	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		300			Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87099 *Upper Gwynedd Township Improvements (SRTSF) - Round 1*

LIMITS Vicinity of St. Rose of Lima and

Est Let Date: 1/28/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8F, 12B, 14C

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swartley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded \$1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	SRTSF														
ROW	SRTSF	53													
CON	TOLL														
CON	SRTSF	797													
		850	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			850	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87392 Lafayette Street Extension (MGL)

LIMITS Norristown Borough line to School Street

Actl Let Date: 9/25/2014

IMPROVEMENT Roadway New Capacity

MRPID:55

MUNICIPALITIES: Plymouth Township

FC: 9

AQ Code:2020M

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

The project will improve the following roads: Ridge Pike from Norristown Borough line to School Street; and Diamond Avenue from Conshohocken Road to Ridge Pike.

More specifically, improvements along this corridor will be:

Ridge Pike

- Norristown boundary to Lucetta St: Restriped to 4 lanes
- Lucetta St. to Fairfield St: Widened to 4 lanes with an additional dedicated left turn lane in both directions
- Fairfield Rd. to School Ln: Widened to 5 lanes (2 lanes in each direction plus a center turn lane)

Fairfield Rd

- Widened for a dedicated left turn lane

Diamond Ave

- Converted to two-way traffic & widened to 2 lanes (1 in each direction) from extended new Lafayette St. to Ridge Pk
- Double left-turn lanes onto WB Ridge and a dedicated right-turn lane onto EB Ridge

Lucetta St

- Becomes one-way southbound (to Ridge Pk) from Haws Alley to Ridge

Other

- Conshohocken Rd. from Ridge Pk to Diamond Ave is abandoned (traffic now uses Diamond to access Ridge)
- Fairfield Rd and Diamond Ave. realigned for safety
- New signal at Fairfield & Diamond
- Existing signal at Ridge and Conshohocken remains as a local access light for a private driveway and Lucetta St
- Extended Lafayette St. doesn't tie into Diamond until the completion of Section MGL

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU*	856											
CON	LOC	1,089											
CON	STU*		856										
CON	LOC		1,089										
		1,945	1,945	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		3,890		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS over the Skippack Creek

Est Let Date: 10/17/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	424													
FD	185	106													
ROW	NHPP					210									
ROW	185					53									
UTL	NHPP					210									
UTL	185					53									
CON	NHPP						1,968								
CON	185						492								
		530	0	0	0	526	2,460	0	0	0	0	0	0		
Total FY2015-2018		530			Total FY2019-2022				2,986				Total FY2023-2026		0

MPMS# 92839 Ridge Pike/two RR Bridges

LIMITS PA Turnpike to Carland Road

Est Let Date: 5/18/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

This project will replace and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between PA Turnpike and Carland Road. It also includes constructing a new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike. Both existing bridges over the railroad are structurally deficient. This is a companion project to MPMS #48175. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU				6,492										
CON	183				1,217										
CON	LOC				406										
CON	STU					1,861									
CON	183					860									
CON	LOC					287									
		0	0	0	8,115	3,008	0	0	0	0	0	0	0		
Total FY2015-2018		8,115			Total FY2019-2022				3,008				Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 96218 *Fayette Street Signal Interconnection Project*

LIMITS Elm Street to 11th Avenue

Est Let Date: 9/17/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Conshohocken Borough

FC: 14

AQ Code:2017M

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

Adding Subcorr(s): 2B, 15B

An interconnected traffic signal system along Fayette Street from Elm Street to 11th Avenue will be installed. Intelligent Transportation System (ITS) equipment at 6 signalized intersections will be deployed, connected via an aerial fiber optic system, and allow PennDOT to connect with systems in West Conshohocken, Plymouth Township, and I-476. Signal equipment at 3 intersections (3rd, 9th, and 11th avenues) will be upgraded to comply with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to ensure support of the ITS equipment and software. Advanced interconnected signal systems are expected to efficiently move traffic, and thereby reduce harmful emissions.

This project was awarded \$567,775 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ	568													
CON	LOC	142													
		710	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			710	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 96220 *Lower Salford Signal Improvements*

LIMITS

Est Let Date: 3/12/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township

FC: 14

AQ Code:2017M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

Adding Subcorr(s): 11A

Signal improvements along Lower Salford Township's two main corridors, Main Street (S.R. 0063) and Harleysville Pike (S.R. 0113), will be installed.

This project was awarded \$731,000 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ	731													
CON	LOC	185													
CON	CAQ		81												
		916	81	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			997	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 96787 *Broad Street Grade Crossing*

LIMITS Between Main Street and Front Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: MAL/M. LANG

CMP:

Installation of Warning Devices and High Type Surface

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	399												
		0	399	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018		399			Total FY2019-2022				0		Total FY2023-2026			0

MPMS# 98225 *Butler Pike over Prophecy Creek*

LIMITS over Prophecy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14B

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	183	280												
PE	LOC	70												
		350	0	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018		350			Total FY2019-2022				0		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 98226 *Maple Avenue over Neshaminy Creek*

LIMITS over Neshaminy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatfield Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12B, 14C

This project is a bridge rehabilitation/replacement of Maple Avenue over Neshaminy Creek in Hatfield Township, Montgomery County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	183	114												
FD	LOC	29												
CON	183	346												
CON	LOC	86												
		575	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			575	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 98227 *Allendale Road over Abrams Creek*

LIMITS over Abrams Creek

Actl Let Date: 11/6/2013

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

This is a bridge rehabilitation/replacement of Allendale Road over Abrams Creek in Upper Merion Township, Montgomery County.

This is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	183	280												
FD	LOC	70												
CON	183	520												
CON	LOC	130												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 98228 *Store Road over Skippack Creek*

New

LIMITS over Skippack Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

This is a bridge rehabilitation/replacement of Store Road over Skippack Creek in Lower Salford Township, Montgomery County.

This is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	183		9												
PE	LOC		2												
FD	183	22													
FD	LOC	6													
FD	183		64												
FD	LOC		16												
CON	183	74													
CON	LOC	18													
CON	183		240												
CON	LOC		60												
		120	391	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			511	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 98706 *PA 309 Environmental Mitigation*

Return

LIMITS

Est Let Date: 4/23/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Dublin Township; Cheltenham Township; Horsham Township;

FC:

AQ Code:X9

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: HNTB/N. Velega

CMP:

Funding for this project is for wetland restoration along the PA 309 corridor.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	581	902													
		902	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			902	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102139 *Route 611 Studies in Montgomery County*

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various FC: AQ Code:X1

PLANNING AREA: IPD:

PROJECT MANAGER: HNTB/N. Velaga CMP:

Studies included in this project are:
 PA Turnpike at Route 611 Study
 Route 611 Corridor Study

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	581	150												
		150	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			150	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102273 *Second Collegeville Bridge Crossing*

New

LIMITS PA 29 to Ridge/Germantown Pike No Let Date

IMPROVEMENT Roadway New Capacity MRPID:160

MUNICIPALITIES: Collegeville Borough; Lower Providence Township FC: AQ Code:2035M

PLANNING AREA: Developed Community; Growing Suburb IPD: 0

PROJECT MANAGER: CMP: Minor SOV Capacity Adding Subcorr(s): 9A, 11A

Provide additional bridge over the Perkiomen Creek between Ridge Pike and Germantown Pike in Lower Providence to connect with PA 29 in Collegeville. Construct new connections and relocate intersections on both ends of the bridge. The new bridge and roadway improvements will improve operations and lessen congestion on the existing 1791 stone arch bridge, the second oldest in Pennsylvania.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	STU					1,845								
FD	TOLL													
FD	STU							1,305						
ROW	TOLL													
ROW	STU									2,076				
UTL	TOLL													
UTL	STU									2,076				
CON	TOLL													
CON	BOF												3,714	
CON	185												33,000	
		0	0	0	0	0	1,845	0	1,305	0	4,152	0	36,714	
		Total FY2015-2018			0	Total FY2019-2022				3,150	Total FY2023-2026			40,866

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102298 *Towamencin Township Signal System Modernization(ARLE 4)*

ARLE

LIMITS Sumneytown Pike, Valley Forge Road, Allentown Road, and Forty Foot Road in Towamencin Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: MSV. Temino

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to replace the existing Econolite Aries system with a centralized Centracs system, upgraded controller timer units, and Ethernet switches along Sumneytown Pike, Valley Forge Road, Allentown Road, and Forty Foot Road in Towamencin Township, which will directly connect the township's system to PennDOT.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$180,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	180													
		180	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			180	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 102376 *SR 0611 Resurfacing MontCo*

Return

LIMITS SR 0611 from Philadelphia County Line to Bucks County Line

Actl Let Date: 1/8/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Abington Township; Cheltenham Township; Horsham Township; Jenk **FC:**

AQ Code:S10

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: Maint./L. Ryan

CMP: Not SOV Capacity Adding

22 total segment miles of road resurfacing from Philadelphia County line to Bucks County line (Cheltenham Twp, Jenkintown Boro, Abington, Upper Moreland, & Horsham Twps) in Montgomery County.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	S581	7,902													
CON	581	100													
		8,002	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			8,002	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102836 *Walk and Bike Pottstown Phase 1 & 2 (TAP)*

LIMITS High Street, Roland Street and Jackson Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

Phase 1: Construct the extension of High Street bike lanes to Roland Street and then along Roland Street to Jackson Street, where a two-way bicycle lane will be created on the Jackson Street ROW, separated from traffic lanes by a 5-ft wide bioswale. Major roadway crossings are proposed to be improved as well. This phase will improve critical connections on the higher speed, higher volume roadways to improve safety for active transportation in the Borough.

Phase 2: Construct extensive restriping project and one way roadway conversion project in order to finalize the remaining bike route system in the Borough of Pottstown.

\$1,000,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU	1,000												
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102837 *Liberty Bell Trail Connection (TAP)*

LIMITS Multiuse Trail connecting Madison Development with proposed Andale Green residential development.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

The construction of a multi-use trail making connections through Lansdale Borough to complete a section of the Liberty Bell Trail. The sections will include a direct connection from the proposed skate park through the Madison Lot Development, across Main Street to the future SEPTA bus stop on Railroad Avenue, extend along Railroad Avenue to the new Municipal Complex, extend across Broad Street to a signalized track crossing of the Stoney Creek branch to the proposed Andale Green residential development.

\$635,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104153 *Rock Hill Road Advance ROW*

LIMITS No Let Date
IMPROVEMENT Roadway New Capacity MRPID:120
MUNICIPALITIES: Lower Merion Township FC: AQ Code:X7
PLANNING AREA: Developed Community IPD:
PROJECT MANAGER: Gannett/S. New **CMP:** Major SOV Capacity

Right-of-way acquisition for the Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road project (MPMS# 64795) will be advanced. A property owner is willing to sell property to the township at this time.
 See companion project MPMS# 64795.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	581	248												
		248	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			248	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104173 *Traffic Signal Safety Upgrade (ARLE 5)*

LIMITS No Let Date
IMPROVEMENT Signal/ITS Improvements
MUNICIPALITIES: Schwenksville Borough FC: AQ Code:NRS
PLANNING AREA: Developed Community IPD:
PROJECT MANAGER: MS/V. Temino **CMP:** Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. Hand/Man pedestrian LED with countdown LED, LEDs, push buttons with latching LED and indicator tone will be replaced; and the construction of a 1-way video detection system and ADA ramps will be provided for the traffic signal at the three-way intersection of Main Street/State Route 29/Gravel Pike and Perkiomen Avenue in Schwenksville Borough.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	30												
		30	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			30	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104183 *Rittenhouse Road over Skippack Creek (County Bridge #224)*

LIMITS Over Skippack Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

Montgomery County Bridge #224 is a three span stone masonry closed spandrel arch bridge. Built in 1908, the 104' long bridge has a curb to curb width of 16' – 6". Soil fill over the arch carries the bituminous roadway.

Repairs needed at this bridge include underpinning, rock protection, scour hole backfill, sediment removal, debris removal, stone masonry repointing, upgrading of safety features, roadway repair, and sign repair.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	ACT13	25												
FD	ACT13	70												
ROW	ACT13	5												
CON	ACT13		500											
		100	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			600	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104184 *Old Reading Pike over Yeagers Creek (County Bridge #243)*

LIMITS Over Yeagers Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pottsgrove Township

FC:

AQ Code:S19

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

Montgomery County Bridge #243 is a two span stone masonry closed spandrel arch bridge. Built in 1909, the 45' long bridge has a curb to curb width of 20' – 6". Soil fill over the arch carries the bituminous roadway.

Repairs needed at this bridge include abutment and wingwall repairs, rock protection, stone masonry repointing, upgrading of safety features, spandrel wall repairs, off-bridge drainage improvements and sign repair.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	ACT13	25												
FD	ACT13	50												
ROW	ACT13	5												
CON	ACT13		400											
		80	400	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			480	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104278 *Walk and Bike Pottstown - Phase 3*

New

LIMITS

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

Walk and Bike Pottstown will create a comprehensive walking and bicycling network enabling 3,000 students to walk or bicycle safely to school, and adults of all ages to walk or bike for work or leisure, with links to neighboring municipalities.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$300,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

See MPMS# 10283 for Phases 1 & 2 of Walk and Bike Pottstown, which were awarded with \$1,000,000 in TAP - Large Urbanized Area (DVRPC Regional TAP) funds.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	SRTSF			300												
		0	0	300	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		300			Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 104280 *First Avenue Road Diet (TAP)*

New

LIMITS N. Gulph Road to Allendale Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This is a road diet project along the entire length of First Avenue from N. Gulph Road to Allendale Road by reducing the number of travel lanes while maintaining acceptable vehicular traffic operations, which will allow excess existing paved roadway to provide improved facilities for other users such as bicyclists, pedestrians and transit users. Work will also involve converting the entire length of First Avenue from four (4) through lanes with no auxiliary left-turn or right-turn lanes to a three (3) lane configuration with one through lane in each direction and a center two-way left-turn lane and areas of painted median to facilitate movements into the existing commercial and office driveways along the roadway. The remaining roadway area will be converted to 5 foot bicycle lanes on each side of the road. Additionally, a mid-block raised pedestrian crosswalk including pedestrian signals, signs and markings will be provided. The crosswalk treatments will be designed to maximize pedestrian safety and will include advanced in-street yield to pedestrian markings accompanied by overhead flashing beacons and high visibility markings.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$430,856 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	TAP			431												
		0	0	431	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		431			Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104281 *Elkins Park West Commercial District Streetscape*

New

LIMITS Church Road - Old York Road to Stahr, Elkins Park West Commercial District, Elkins Park, PA 19027

Est Let Date: 8/25/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:X12

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP:

Implement a shovel-ready project to furnish and install sidewalk and crosswalk infrastructure, curb ramps, pedestrian signals and signalization streetscape enhancements, on four main secondary thoroughfares in the commercial core: Old York Rd, Church Rd and Stahr Rds and Old York Road Spur in Elkins Park West, PA 19027.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAP			1,000										
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104282 *Virginia Drive Road Diet and Trail (TAP)*

New

LIMITS Virginia Drive from west of Camphill Road to Office Center Drive

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP:

Funds will provide for the reconstruction of Virginia Drive from west of Camphill Road to Office Center Drive in the Fort Washington Office Park to provide a three lane Road Diet cross section as opposed to the existing four lane section. Removal of the fourth lane allows for construction of a multi-use trail between the Highland and Camphill Athletic Complex and the existing termination point of the multi-use trail on Virginia Drive. This trail construction will cover the 0.5 mile missing section of the regional Cross County trail by linking Virginia Dr. with trails along Camphill Road, Highladn Avenue, and the Montgomery County Bike Lane network. Lastly, two undersized culverts will be replaced during roadway reconstruction; the intersection with Camphill Road will be signalized; fence will be installed along Pine Run Creek; and project will include minor drainage elements and minor utility relocation.

Currently, the trail system of Fort Washington Office Park (FWOP) is disjointed; culverts are undersized and roadway geometry is substandard at Camphill Road. This area is routinely flooded, traffic calming is required to control speeding, and bikes and pedestrians lack adequate dedicated areas and safety improvements that are required to address over 130 crashes in the past 20 years.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAP			1,000										
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104309 *School Zoning Signalization*

New

LIMITS Walnut St. from West Ave. to Greenwood Ave. and West Ave. from Walnut St. to Florence Ave.

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Jenkintown Borough

FC:

AQ Code:S7

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP:

The project will install new school zone lights and provide for the expansion and modernization of an existing school zone. Flashing 15 MPH speed limit signals throughout the designated school zone on Walnut Street will be provided to increase motorists' awareness of the designated school zone in this section of Walnut St. Project will also upgrade existing flashing signals on West Ave. with LED signals will produce a cost savings for the Borough as they will use less energy than the existing signals. These signals are outdated and in need of replacement.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$90,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project is eligible for SRTS funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	SRTSF			90												
		0	0	90	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		90			Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 104608 *Hatfield Railroad LED Lights*

New

LIMITS Three locations in Hatfield Borough and Hatfield Twp

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Hatboro Borough; Hatfield Township

FC:

AQ Code:S8

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12B, 14C

This project will install LED flashing warning lights at three locations in Hatfield Borough and Hatfield Township. The locations are: Schwab Road between Deer Run Road and Orvilla Road, Vine Street between Main Street and Butler Avenue, and Bergey Road between Richmond Road and Penn Street. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	RRX	18														
		18	0	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		18			Total FY2019-2022				0				Total FY2023-2026		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104641 I-76 Hard Shoulder Running Phase 1 (Study)

New

LIMITS I-76, Montgomery County

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: James Mosca

CMP:

In November 2012, PennDOT directed that the modeling tools developed through the Schuylkill Expressway (1-76) Operational Research Model project be made available for local applications. Subsequently, the models have been applied by DVRPC and loaned to consultants, of PennDOT and the Pennsylvania Turnpike Commission, to use in high-priority operational studies.

DVRPC staff successfully applied the tool to judge the effectiveness of improving consecutive eastbound on-ramps through the 1-476 and Conshohocken interchanges (in FY'14), and for re-designating travel lanes to and from the Turnpike, through the US 202 Interchange (in FY15). Consultants have used the models to expand microsimulation models prepared for 1-95 and 1-676; to test hard running shoulders on 1-76 between Girard Avenue and the Vine Expressway (1-676), and for evaluating all-electronic toll collection technology at the Pennsylvania Turnpike's Valley Forge interchange.

In mid-FY15, PennDOT awarded an engineering contract to perform "1-76 ITS Enhancements"--a feasibility study for hard shoulder use, variable speed limits, and ramp metering between the Boulevard and the Turnpike. The proposed FY16 Work Program project will serve as the operations analysis component of the consultant's feasibility study by testing all the foregoing Montgomery County improvements.

Traffic operational analyses employing the VISSIM models from the Schuylkill Expressway Operational Research Model project will be conducted during the AM Peak, the Midday, and the PM Peak periods. The AM Peak Hour, Midday Trough Hour, and the PM Peak Hour hours will be evaluated in depth to determine the levels of benefit associated with the proposed improvements.

Performance changes will be enumerated for the current condition, the Year 2035 Long-Range Plan - No-Build condition, and the Year 2035 Long-Range Plan - Build condition. Performance measures to be contrasted between scenarios will include volumes; average operating speeds travel times, queue lengths (maximum and average), delay, and density.

Tasks:

1. Continue Steering Committee activities and meetings for reporting and guidance. Include representatives from FHWA, PennDOT, the PA Turnpike Commission, Montgomery County, SEPTA, the City of Philadelphia, involved consultants, and others as necessary.
2. Obtain Traffic.Com traffic counts and Turnpike Toll Plaza count data, and conduct Automatic Traffic Recorder (ATR) counts from east of the Conshohocken Interchange (PA 23) to east of the Roosevelt Boulevard Interchange (US 1).
3. Conduct field views and visits to PennDOT District 6-0 Traffic Operations Control Center in King of Prussia to determine traffic operating conditions.
4. Construct base year model by connecting refined/ expanded networks prepared in preceding modeling exercises (i.e., through the 1-476 Interchange, and in the US 202 Interchange), process traffic volumes and input to model, calibrate base year model, perform VISSIM modeling. Collect performance data, and record animations.
5. Perform VISSIM modeling for the Year 2035-No-build scenario. Collect network performance data, and record animations.
6. Construct Year 2035 Build modeled network, by incorporating geometric changes associated with hard shoulder running from the consultant's work and the consecutive eastbound on ramps through I-476, lane re-designation at US 202, and electronic tolling at the Valley Forge Interchange with the PA Turnpike modeled in prior years.
7. Perform VISSIM modeling for the Year 2035-Build scenario. Collect network performance data, and record animations.
8. Compare and contrast performance measures and animations for current conditions, the No-Build and the Build scenarios.
9. Conduct Congestion Management Process (CMP) screening/identify appropriate strategies to offset induced travel spurred by additional SOV capacity.
10. Participate in other initiatives that may arise for the use of the models.

Products:

1. Process memo summarizing the project's activities and findings.
2. Updated 1-76 Operational Research Model-Montgomery County.

Beneficiaries:

PennDOT, Montgomery County, City of Philadelphia, Pennsylvania Turnpike Commission, adjacent municipalities, and the traveling public.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	TOLL												
PRA	STU	140											

DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

140	0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018			140	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 104955 Troxel/Orvilla Road (SR 1004) Bridge Repair

New

LIMITS Bridge over the West branch of Neshaminy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatfield Township

FC:

AQ Code:S19

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

Troxel/Orvilla Road over the West Branch of the Neshaminy Creek is a stone arch bridge that was closed on March 16, 2015. The proposed scope of work includes reconstruction of the spandrel walls and the wingwalls as needed, excavation and replacement of the arch backfill with lightweight concrete, and the reconstruction of the stone masonry parapets with reinforced concrete cores tied to a full-width moment slab. A moment slab is a type of support for a structure to assure the structure does not rotate. The approach and bridge roadway will be resurfaced and guiderail attachments replaced. The project also includes the installation of scour protection measures. The improvements will strengthen and restore the structure to a non-structurally deficient status.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU	1,056													
CON	581	264													
		1,320	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,320	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 105077 Crawford Rd/Eaglesville Rd and Park Ave Realignment

New

LIMITS Crawford Rd/Eaglesville Rd and Park Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:2020M

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided final design and construction of a realignment of the Crawford Road and Eaglesville Road approaches with Park Avenue including mainline widening and signalization to improve safety, mobility and efficiency for the motoring public in Lower Providence Township.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	411	555													
PE	LOC	238													
ROW	411	246													
ROW	LOC	106													
UTL	411	199													
UTL	LOC	85													
		1,429	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,429	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105127 *Bridge Bundling 2015 Montgomery*

New

LIMITS Various

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER: Gannett/V. Genua

CMP:

The PennDOT Local Bridge Bundling program is a state sponsored program for local bridge projects, in which the purpose is to select and repair bridges that have the same structure type with the same design requirements and are located geographically close to each other in order to induce cost and time savings.

PennDOT has made a total of \$4,700,000 federal sSTP funds for 15 bridges in the DVRPC Pennsylvania region that are expected to be let for construction in October of 2015. The Bucks and Delaware County bridges construction funding is provided in MPMS #104369, while the montgomery County bridges construction funding are located in MPMS #105127. All 15 bridges are listed as follows:

Bucks County:

1. Willow Road Bridge (Bridge Key 7629) in Northampton Township
2. Moyer Road Bridge (Bridge Key 7613) in Hilltown Township
3. Fredericks Bridge 14J08 (Bridge Key 7516) in East Rockhill Township
4. Warrington Township 33J02 (Bridge Key 7531) in Warrington Township
5. Alden Avenue 38H05 (Bridge Key 7606) in Falls Township
6. Springfield Street (Bridge Key 7643) in Springfield Township
7. Snowball Gate 42H02 (Bridge Key 7490) in Middletown Township
8. Perkasio Boro 20H02 (Bridge Key 7482) in Perkasio Borough

Delaware County:

9. Paper Mill Road Road (Bridge Key 15434) in Springfield Township

Montgomery County:

10. Easton Road (Bridge Key 27989) in Cheltenham Township
11. Oreland Mill Bridge 31B09 (Bridge Key 28042) in Springfield Township
12. Trewigtown Road 17A06 (Bridge Key 28018) in Hatfield Township
13. Keebler Road Bridge (Bridge Key 28125) in Upper Merion Township
14. Violet Lane Bridge (Bridge Key 47474) in Lower Merion Township
15. Remington Road Bridge (Bridge Key 28022) in Lower Merion Township

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP		1,976											
		0	1,976	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,976	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105132 *Germantown Pike Sidewalks*

New

LIMITS Germantown Pike from Jolly Rd to Walton Rd

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for sidewalk installation along Germantown Pike from Jolly Road to Walton Road in Plymouth Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	LOC	14												
UTL	411	6												
CON	411	78												
CON	LOC	22												
		120	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			120		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 105133 *Commerce Rd Narrowing/Trail*

New

LIMITS Commerce Drive

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for a road diet cross section on Commerce Drive in the Fort Washington Office Park as opposed to the current four lane section. Removal of the fourth lane allows for construction of the Cross County Trail.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	LOC		720											
ROW	LOC		100											
UTL	LOC		150											
CON	411		2,853											
CON	LOC		2,427											
		0	6,250	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,250		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105134 *First Ave Linear Park/Streetscape*

New

LIMITS First Ave in King of Prussia Business Park

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:X10

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for a linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	LOC		300												
CON	411		1,200												
CON	LOC		60												
		0	1,560	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,560		Total FY2019-2022				0		Total FY2023-2026		0

MPMS# 105206 *Cheltenham Township LED lamps*

New

LIMITS This project involves 10 intersections of state highways in Cheltenham Township.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This grant will be used to survey ten signalized state highway intersections to provide Township staff with a diagram of each intersection showing the signal equipment layout and the size and type of all traffic and pedestrian signal lamps. A survey is required prior to upgrading the intersections because our information on these remaining intersections is incomplete. This grant will help the Township prove to PECO that the Township has upgraded to LED lamps on the ten state highway intersections so savings on the energy bills can be realized, in addition to aiding the Township in ordering replacement LED lamps to upgrade traffic and pedestrian signals.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		17												
CON	LOC		17												
		0	34	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			34		Total FY2019-2022				0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105212 Lower Merion Township LED Replacement

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

Replace aging LED signal modules. Repair non-functioning vehicle detection. Repair non-functioning system communication.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	A-073		80											
CON	LOC		90											
		0	170	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			170	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 105220 Upper Merion LED Project

New

LIMITS DeKalb Pike, Gulph Road, Henderson Road, Valley Forge Road, and Swedeland Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

Upper Merion Township seeks to replace existing LED signal indicators at 30 signalized intersections on DeKalb Pike, Gulph Road, Henderson Road, Valley Forge Road, and Swedeland Road. The 5 year warranty has expired and the suggested end of life cycle has expired of 7.2 years as defined in the Green Light Go Guidelines.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	A-073		52											
CON	LOC		52											
		0	104	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			104	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105225 *6-Points LED conversion*

New

LIMITS Whitpain Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:NRS

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will convert all existing incandescent traffic signal bulbs to LED bulbs at an intersection where three (3) roads converge. In addition, the Township will install a battery backup within the controller cabinet so that the signal will continue functioning during a power outage.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		8												
CON	LOC		8												
		0	16	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			16	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 105227 *Springfield Township LED*

New

LIMITS 8 of 25 signalized intersections in the Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township

FC:

AQ Code:NRS

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

The proposed project will upgrade 221 first generation LED signal modules at eight intersections to the current ITE specifications. The LED signal modules in question at these locations are between 10-15 years old.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	A-073		10												
CON	LOC		13												
		0	23	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			23	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107149 *Hard Shoulder Running/ITS on I-76 Ph 2*

LIMITS I-76 from the Valley Forge Toll Plaza of the PA Turnpike through Roosevelt Boulevard (US1)

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLANNING AREA:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

Apply the Schuylkill Expressway (I-76) Operational Research Model to measure traffic performance changes associated with adding hard running shoulders and ITS traffic management elements on the Expressway from the Valley Forge Interchange Toll Plaza of the PA Turnpike through the Roosevelt Boulevard (US1).

This is a DVRPC FY17 UPWP Study Project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	STU		140											
		0	140	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			140	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 107151 *Bridge Feasibility Study in Pottstown*

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:X5

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

Improve access to and efficiency of the region's transportation system, reduce congestion, improve safety and air quality, and enhance economic activity by preparing traffic forecasts to help develop plans for the improvement, replacement, or closure of bridges over the Norfolk-Southern railroad in Pottstown, Montgomery County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	STU		90											
		0	90	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			90	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107179 Fort Washington Office Park, Cross County Trail Final Segment (TAP)

New

LIMITS Western Access Drive of 1100 Virginia Drive to Susquehanna Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

This project will construct the final 0.65 mile missing segment of the Cross County Trail along the north side of Virginia Drive as a Bicycle/Pedestrian facility with a 10' to 12' wide asphalt surface from the Western Access Drive of 1100 Virginia Drive to Susquehanna Road. Three signalized intersections will be modified to include new ADA ramps for the trail crossings and updated pedestrian signal equipment.

Project was awarded \$750,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

MPMS# 107180 Powerline Trail Connection - Phase 1 (TAP)

New

LIMITS US 202 Parkway Trail with the Township Building and Community and Recreation Center

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:A2

PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

Phase 1 of the Powerline Trail is a 10 foot multi-use trail connecting an existing and heavily used US 202 Parkway Trail with the Township Building as well as the Township's newly constructed Community and Recreation Center. This trail is a Primary Trail in "The Circuit." This will not only connect one of the region's spine trail corridors with the community center, it will also improve safety at several major road crossings for trail users. Important destinations exist along the proposed route including the Montgomery Township Municipal Building and the Montgomery Township Police Department. It will provide a first class multi-use trail to a large concentration of Montgomery Township's population connecting the new Township's Community & Recreation Center as well as the US 202 Parkway Trail.

Project was awarded \$850,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

Total For Montgomery	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$77,509	\$105,914	\$120,467	\$93,642	\$397,532	\$349,989	\$336,383

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 90099 *I-76 o/ Righters Ferry Rd (Bridge)*

LIMITS: Montgomery County, West City Ave Interchange

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 0

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Righters Ferry Road.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185-IM	464												
FD	185-IM			836										
ROW	185-IM			109										
UTL	185-IM			109										
CON	185-IM					5,871								
		464	0	1,054	0	0	5,871	0	0	0	0	0	0	
		Total FY2015-2018			1,518		Total FY2019-2022			5,871	Total FY2023-2026			0

MPMS# 90100 *I-76 o/ Waverly Road (Bridge)*

LIMITS: Montgomery County; 2mi West of Gladwyne

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Waverly Road.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185-IM	361												
FD	185-IM			650										
ROW	185-IM			109										
UTL	185-IM			109										
CON	185-IM					4,179								
		361	0	868	0	0	4,179	0	0	0	0	0	0	
		Total FY2015-2018			1,229		Total FY2019-2022			4,179	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 91571 I-76 o/ Mill Cr & Mill Rd (Bridge)

LIMITS: Lower Merion Township, Montgomery County

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will rehabilitate or replace the structurally deficient bridge on Schuylkill Avenue over Mill Creek and Mill Creek Road in Lower Merion Township, Montgomery County.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185-IM	567											
FD	185-IM			1,022									
ROW	185-IM			109									
UTL	185-IM			109									
CON	185-IM					6,567							
		567	0	1,240	0	0	6,567	0	0	0	0	0	0
		Total FY2015-2018		1,807		Total FY2019-2022		6,567		Total FY2023-2026			0

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Montgomery	\$1,392	\$0	\$3,162	\$0	\$4,554	\$16,617	\$0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 16944 29 ST BRG/AMTRAK

Return

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: CONSTR

CMP:

Funds account for Accrued Unbilled Costs

This project is for the bridge replacement of 29th St over AMTRAK in the City of Philadelphia.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU	1											
		1	0	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018		1				Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 16987 Passyunk Avenue (Signals)

Return

LIMITS Broad St. to 63rd St.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:2015M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 3A, 6B, 6C

A total of 14 intersections will be modernized between 15th St. and 63rd St., including coordination with recently upgraded locations at Broad and McKean Streets and at Vare Ave. and I-76.

Sections of this project between Broad and 23rd, and 61st and 63rd Streets are rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	286											
CON	LOC	71											
		357	0	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018		357				Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17407 *Erie Ave o/ Conrail (Bridge)*

Return

LIMITS Between North Third Street and North Lawrence Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

Removal of state bridge over Conrail on Erie Avenue between North Third Street and North Lawrence Street in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	STP					191										
FD	185					48										
ROW	STU							963								
UTL	STP							51								
UTL	185							13								
CON	STP								2,610							
CON	185								652							
		0	0	0	0	239	0	1,027	3,262	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				4,528	Total FY2023-2026				0

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

LIMITS over SEPTA Cynwyd Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC: 14

AQ Code:S19

PLANNING AREA: Core City; Developed Community

IPD: 2

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail lin on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	NHPP	412														
PE	185	103														
FD	NHPP			450												
FD	185			113												
ROW	NHPP					48										
ROW	185					12										
UTL	NHPP					48										
UTL	185					12										
CON	NHPP							4,444								
CON	185							1,110								
		515	0	563	0	120	5,554	0	0	0	0	0	0			
		Total FY2015-2018				1,078	Total FY2019-2022				5,674	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17581 *Bells Mill Road*

Return

LIMITS Germantown Ave. to Stenton Ave.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: TWB/V. Fleysch

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A, 15B

This road restoration project involves drainage improvements, minor lane widening, and sidewalk improvements. See also MPMS #70230.

This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STP										277			
PE	LOC										69			
FD	STP											171		
FD	LOC											43		
ROW	STU												249	
ROW	LOC												62	
UTL	STU												62	
UTL	LOC												16	
CON	STU												4,113	
CON	LOC												1,028	
		0	0	0	0	0	0	0	0	0	346	214	5,530	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			6,090

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17622 Adams Avenue Bridge Over Tacony Creek SR:1002

LIMITS Over Tacony Creek

Est Let Date: 12/17/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Near Northeast Philadelphia

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

This project involves rehabilitating or replacing the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	TOLL														
PE	STU	140													
PE	NHPP	300													
PE	STU		300												
FD	NHPP	265													
FD	185	141													
ROW	NHPP		296												
ROW	185		148												
UTL	NHPP		296												
CON	185		1,002												
CON	185			496											
CON	185				2,503										
		846	2,042	496	2,503	0	0	0	0	0	0	0	0		
		Total FY2015-2018			5,887	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

LIMITS Woodland Avenue to Bartram Avenue

Est Let Date: 7/15/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

Adding Subcorr(s): 4C, 6B

Upgrade the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	CAQ	80											
PE	LOC	20											
FD	CAQ	170											
FD	LOC	42											
CON	CAQ			7,055									
CON	LOC			2,026									
CON	CAQ				1,049								
		312	0	9,081	1,049	0	0	0	0	0	0	0	0
		Total FY2015-2018		10,442		Total FY2019-2022				0			
						Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17782 I-95 & Aramingo Ave., Adams Ave. Connector SR:1007

LIMITS Betsy Ross Bridge to Torresdale Ave.

Est Let Date: 10/27/2016

IMPROVEMENT Intersection/Interchange Improvements

MRPID:68

MUNICIPALITIES: Near Northeast Philadelphia

FC: 16

AQ Code:2025M

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project will extend Adams Avenue, which is located east of Tacony Sreet and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the I-95 Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	581	300												
FD	STU	127												
FD	581	32												
ROW	581	2,122												
UTL	STU			1,801										
UTL	581			450										
CON	581		4,500											
CON	581			13,268										
CON	581				1,532									
		2,581	4,500	15,519	1,532	0	0	0	0	0	0	0	0	
		Total FY2015-2018			24,132	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17791 West Bank Greenway (C004) SR:0000

Return

LIMITS 31ST ST., 32ND ST., & MANTUA AVE. (etc.)

No Let Date

IMPROVEMENT

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:X

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: CONSTR

CMP:

Rebuild existing sidewalk as a pedestrian path/bikeway, rebuild fence and portions of a stone retaining wall, remove billboards, landscape to open views to the city skyline, plant street trees, install street lighting and signs, widen Spring Garden St. bridge sidewalk, construct ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive.

LET EARLY 2006

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	92												
CON	LOC	23												
		115	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			115	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17816 *Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003*

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/

Est Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

The purpose of the project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight (8) total bridges will be rehabilitated. The four (4) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Schuylkill Expressway Ramp A (off-ramp) and Ramp B (on ramp) (2 structures).

(1) The Chestnut St. Bridge over the 30th Street Lower is part of the 11-span bridge mainly built in 1932 that also carries Chestnut Street over the AMTRAK railroad and I-76. The bridge is composed of 11 simple spans of non-composite steel built-up stringers supported on steel built-up column bents. This project includes rehabilitation to spans 1, 2, and 11. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the 30th Street Station Historic Site. Spans 3 to 10 were recently rehabilitated under MPMS #64844, SR 3010, Section PRR (30th Street Bridges (6 structures) Over Amtrak's Northeast Corridor Rail Lines).

(2) The Chestnut St. Bridge over the Schuylkill River was built in 1912, replaced in 1958, and rehabilitated in 1983. The bridge is a two span continuous deck riveted girder bridge superstructure with deep riveted floorbeams and rolled stringers. Two additional simple approach spans also exist with similar superstructure type. The proposed work includes deck replacement, replacing bearings, painting the superstructure, and substructure repairs. The bridge is not eligible for listing in the National Register.

(3) The Chestnut St. Bridge over the CSX freight railroad line and abandoned railroad right-of-way was built in 1864 and is a stone/brick closed spandrel arch bridge. The bridge is part of a former larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries 3 lanes of Chestnut Street with sidewalks. The proposed work includes masonry restoration/repair of the brick arch, replacement of sidewalks, waterproof and replacement of the roadway. The sidewalks will be widened, and repairs will be made to the spandrel walls and retaining walls. The arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the Ramcat/Schuylkill Historic District.

(4) The Chestnut St. Bridge over 24th Street is a 3-span closed spandrel brick arch bridge with stone spandrel walls and fascia rings. There is a main span over the 24th Street roadway and side spans over existing sidewalks. Cantilevered sidewalks on the bridge were added ca. 1910 and are supported by steel framing. The proposed work includes masonry restoration/repair of the structure, and major deck, roadway, and sidewalk work. Repairs will be made to the spandrel walls and retaining wall and the arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is located within the Ramcat/Schuylkill Historic District.

(5) The Schuylkill Avenue West Bridges (2) over I-76 (Schuylkill Expressway) were built in 1959 and are composed of non-composite rolled stringers supported on built up column bents. These structures carry 4 to 5 lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting. The bridges are not individually eligible for listing in the National Register, but are recommended as a contributing resource to the 30th Street Station Historic Site.

(6) Ramps A and B were built with the Schuylkill Avenue West Bridges and are of similar construction. These structures require LMC deck overlay replacement, deck joints replacement, steel repairs, and painting. The bridges are not eligible for listing in the National Register.

In addition, an existing bike lane will be relocated in order to prevent conflicts with an existing transit bus route. The project will also incorporate repairs to an existing structure that supports the Schuylkill River Trail.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU	340											
PE	185	85											
PE	STU		131										
PE	185		33										
PE	STU				349								
PE	185				87								
FD	NHPP	5,135											

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

FD	STU	720											
FD	185	1,284											
FD	185	180											
FD	NHPP	1,680											
FD	185	420											
ROW	NHPP	962											
ROW	185	240											
ROW	581	8,800											
UTL	NHPP	2,885											
UTL	185	721											
CON	STU	459											
CON	TOLL												
CON	STU		2,360										
CON	TOLL												
CON	NHPP		22,365										
CON	TOLL												
CON	STU			13,996									
CON	NHPP			28,918									
		7,744	16,331	24,725	43,350	0	0	0	0	0	0	0	0
		Total FY2015-2018	92,150			Total FY2019-2022	0			Total FY2023-2026	0		

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17821 *I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095*

LIMITS Shackamaxon Street to Ann Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:NRS

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828).. The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 3 to 4) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	12,782													
FD	SXF	3,218													
FD	581	4,000													
FD	NHPP		16,000												
FD	581		4,000												
UTL	NHPP	2,000													
UTL	581	500													
UTL	NHPP		2,000												
UTL	581		500												
UTL	NHPP			2,000											
UTL	581			500											
UTL	NHPP				2,000										
UTL	581				500										
		22,500	22,500	2,500	2,500	0	0	0	0	0	0	0	0		
		Total FY2015-2018			50,000	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46956 *North Delaware Avenue Extension SR:0000*

LIMITS Lewis Street to Buckius Street

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:2020M

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

A new roadway and a new bridge across Frankford Creek will be constructed. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street, where it currently ends, and Buckius Street, approximately a mile and 1/2 further north. The roadway will include a sidewalk and shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve as an alternative to route for local truck traffic in order to get that traffic off of narrow Richmond Street. Phase 1A of this project has been let under this MPMS #46956 for construction on 11/7/2013, and this project is the design parent of MPMS #102102 (North Delaware Avenue Phase 1B).

Other recreational facilities associated with this project include the North Delaware River Greenway trail, sponsored by the PA Environmental Council. The trail is roughly 10 to 11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. MPMS #61712 provides a full description of these sections, which will be broken out to individual projects at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek, MPMS #46956 and #79830.
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Princeton Avenue (Tacony Boat Ramp), MPMS #61712.
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Princeton Avenue to Pennypack Park trail, MPMS #79832.
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Pleasant Hill Park (Linden Avenue Boat Ramp), MPMS #79833.

MPMS #90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding. Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	STU	424														
FD	LOC	106														
ROW	STU		874													
ROW	LOC		219													
CON	STP		2,000													
CON	LOC		700													
		530	3,793	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018			4,323				Total FY2019-2022				0			
									Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS Langley Ave. 26th Street to Broad Street

Est Let Date: 9/14/2017

IMPROVEMENT Roadway Rehabilitation

MRPID:67

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S10

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. Langely Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers.

TEA 21 Earmark - ID# 0122 - (\$1,537,648) and TEA 21 Earmark - ID# 1723 - (\$2,050,199) are under PA ID# 086. Balance available: \$2,405,847

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	SXF	552											
FD	LOC	138											
CON	SXF		2,406										
CON	LOC		601										
CON	e581			2,100									
CON	e581				2,100								
CON	SXF					42							
CON	STP					1,765							
CON	LOC					462							
CON	STU						4,896						
CON	LOC						1,224						
CON	STP							3,719					
CON	LOC							930					
		690	3,007	2,100	2,100	2,269	6,120	4,649	0	0	0	0	0
		Total FY2015-2018			7,897	Total FY2019-2022			13,038	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48193 **Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003**

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenue)

Est Let Date: 11/19/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: TSS/EE/M. Holva

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety. There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP		432										
PE	581		108										
ROW	185	50											
UTL	STU		80										
UTL	185		20										
CON	581		5,464										
		50	6,104	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		6,154		Total FY2019-2022				0			
						Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48195 *Tyson Avenue Signal Improvement*

LIMITS Rising Sun Avenue to Torresdale Avenue

Est Let Date: 3/10/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

Adding Subcorr(s): 4B, 5G

Signal modernization at 21 intersections, pavement markings, provisions for bicycles, improved pedestrian crosswalks, signal interconnection, resurfacing and ADA ramps, minor work on five recently completed intersections, and related work.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		777											
CON	CAQ		4,196											
CON	LOC		194											
CON	CAQ			919										
CON	STU			336										
CON	LOC			84										
		0	5,167	1,339	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,506		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 56768 *41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301*

LIMITS Over Amtrak's Harrisburg Line

Actl Let Date: 1/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7A

This project is the complete reconstruction of a 3 span , concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR . It will also include utility , railroad electrification , approach paving, retaining wall reconstruction and miscellaneous work . The new bridge will be a 2 span steel girder bridge atop new reinforced concrete pier and abutments . The bicycle and pedestrian checklists will be incorporated into the project.

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	BOF		274											
CON	STU	3,149												
CON	179	590												
CON	183	703												
CON	STU		3,796											
CON	183		712											
CON	STU			2,502										
CON	183			356										
		4,442	4,782	2,858	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			12,082		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

Est Let Date: 2/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .

The existing bridge was built in 1913 , has a Sufficiency Rating of 32.0 and is posted for a weight limit of 10 Tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	BOF	339													
FD	179	21													
FD	183	64													
UTL	STP	849													
UTL	179	53													
UTL	183	159													
CON	TOLL														
CON	179		600												
CON	183		202												
CON	BOF			2,000											
CON	STU			1,602											
CON	183			675											
CON	STU				1,206										
CON	183				227										
CON	STU					2,800									
CON	183					700									
		1,485	802	4,277	1,433	3,500	0	0	0	0	0	0	0		
		Total FY2015-2018			7,997	Total FY2019-2022				3,500	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57894 **Stenton Avenue and Godfrey Avenue Signal Modernization**

LIMITS Paper Mill Road to Broad Street and Broad Street t

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City; Germantown-Chestnut Hill

FC: 14; 16

AQ Code:2025M

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 14A, 15A, 15B

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work on Stenton Avenue between Paper Mill Road and Broad Street, and on Godfrey Avenue between Broad Street and Front Street.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) on Godfrey Avenue.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	45												
CON	LOC	11												
		56	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			56	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 57897 **Haverford Avenue Signal Modernization**

LIMITS 40th Street to City Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Philadelphia

FC: 16

AQ Code:2017M

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

Adding Subcorr(s): 5F, 7A

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ*	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*

LIMITS Ridge Avenue to Wayne Avenue

Est Let Date: 3/10/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC: 14; 16

AQ Code:S10

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysch

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 15A

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP	3,507												
CON	LOC	877												
CON	STP		386											
CON	LOC		97											
CON	STU			2,394										
CON	LOC			599										
CON	STP					600								
CON	LOC					150								
		4,384	483	2,993	0	0	750	0	0	0	0	0	0	
		Total FY2015-2018			7,860	Total FY2019-2022				750	Total FY2023-2026			0

MPMS# 57902 *City Wide 3R Betterments*

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Bike lanes will be included as the road widths allow.

See MPMS#91837 for CW103B package.

See MPMS #105092 for CW104 package.

See MPMS #105488 for CW105 package.

September 2015 balance: FY15 – PE: \$132,000 Local; FY20 – CON: \$2,378,000 (\$1,903,000 STU/\$475,000 Local)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	LOC	132												
CON	STU					1,903								
CON	LOC					475								
		132	0	0	0	0	2,378	0	0	0	0	0	0	
		Total FY2015-2018			132	Total FY2019-2022				2,378	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57904 PA 291, Platt Bridge Over Schuylkill River SR:0291

Return

LIMITS Over Schuylkill River

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6B

The project proposes to rehabilitate the existing structure and improve the north-bound ramp merge with the I-95 east-bound ramp to the south of the bridge. The bridge is a total length of 8,780 feet. The proposed rehabilitation includes deck joint repair, pier structure concrete repair, guiderail repair, impact attenuator replacement, pedestrian railing repair, and deck slab concrete repair. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	1,924												
CON	185	481												
CON	STU		170											
CON	581		43											
		2,405	213	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,618		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 61712 **North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item**

LIMITS North Delaware Riverfront

Est Let Date: 3/24/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River Greenway and Trail, North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting 4 main sections, the overall trail is about 10-11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, that have been or will be broken out into separate MPMS#s at the appropriate time.

(1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains. Note that the Port Richmond Trail (MPMS #90482) that has been constructed begins at Allegheny Ave. /Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge. The Port Richmond Trail (MPMS #90482) and North Delaware Avenue Extension (MPMS #46956) is approximately 2.25 miles long and was funded with TIGER and CMAQ funds.

(2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).

(3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river's edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.

(4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). This was advanced with \$51,795 earmark funds from LY10 of PA ID #464.

A total of \$6,290,976 earmark funds remaining from PA ID #s 242, 262, 464, 615, and 671 are for the sections (except MPMS #90482):

- PA ID #242 - \$471,425 of the original \$546,425 from 2003 Appropriations Bill.
- PA ID #262 - \$183,994 of the original \$750,000 from 2004 Appropriations Bill.
- PA ID# 464 - \$2,129,961 of the original \$8,000,000 from SAFETEA DEMO #2649.
- PA ID# 615 - \$3,004,425 of the original \$3,000,000 from SAFETEA DEMO #4805.
- PA ID# 671 - \$501,171 of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	SXF	75												
CON	TOLL													
CON	SXF	4,000												
CON	SXF		4,000											
CON	TOLL													
CON	SXF			3,431										
CON	TOLL													
CON	CAQ				1,000									
CON	TOLL													
		4,075	4,000	3,431	1,000	0	0	0	0	0	0	0	0	
		Total FY2015-2018			12,506	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 62694 *Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019*

LIMITS Over Schuylkill River

Est Let Date: 10/1/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	424													
UTL	185	106													
CON	NHPP	9,504													
CON	STP	1,197													
CON	185	2,417													
CON	STU		469												
CON	NHPP		8,470												
CON	STP		1,197												
CON	185		2,793												
CON	NHPP			6,666											
CON	STU			1,000											
CON	185			250											
CON	185			1,917											
CON	NHPP				1,000										
CON	185				250										
		13,648	12,929	9,833	1,250	0	0	0	0	0	0	0	0		
		Total FY2015-2018			37,660	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 62717 *Lehigh Avenue West Signal Modernization SR:2014*

Return

LIMITS Ridge Avenue to Broad Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower North Philadelphia; Upper North Philadelphia

FC: 14

AQ Code:2015M

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 14A, 15A

Signal modernization (18 intersections), minor roadway improvements, pavement markings and related work. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ	12													
CON	LOC	3													
		15	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			15	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 65915 *Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)*

LIMITS 22nd Street to 27th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

Phase I of this project will consist of parking and pedestrian improvements along Pennsylvania Avenue from approximately 22nd Street to 24th Street, including curb relocation and bump-out construction at selected corners as well as construction of ADA-compliant curb ramps. Improved parking delineation and median construction at mid-block locations, improvements to the Spring Garden Tunnel intersection, and selected traffic signal installations with improved pedestrian crossing information will be included as part of this project to create a more pedestrian-friendly environment in the vicinity of the Philadelphia Museum of Art.

To support subsequent phases, survey data will also be collected for the entire project area along Pennsylvania Avenue from approximately 22nd Street to Aspen Street/27th Street, and along Kelly Drive from 25th Street to Fairmount Avenue to support potential intersection reconfiguration.

The portions of the project north and west of 23rd Street are included in Philadelphia's Bike Network and are rated BL (have formal bike lanes).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP	527												
CON	TOLL													
CON	STU		906											
		527	906	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,433	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 68067 Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)

LIMITS South Street Bridge/Boardwalk to Locust Street

ctl Let Date: 11/10/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

Phase IIIB of the Schuylkill River Park Trail will consist of the proposed construction of an approximately 2,200-foot long boardwalk extension of the existing multi-use Schuylkill River Park Trail. The Schuylkill River Park Trail, administered by the Schuylkill River Development Corporation, is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River. The existing portion of the trail is entirely land-based and runs from Fairmount Water Works to a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. At its northern terminus, the Schuylkill River Park Trail connects to the Schuylkill River Trail, part of the Pennsylvania Greenway Plan. The Project proposes to extend the trail overland about 200' further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point, a multi-use boardwalk/bridge will be built over the river approximately 25' from and parallel to the existing riverbank bulkhead and run southward about 2,000' to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail, and the over-water portion will be an elevated boardwalk-type structure supported on river piers. The elevated trail section must be wide enough to accommodate motorized emergency and small maintenance vehicles (about 15').

As a result of the 2002 DVRPC competitive CMAQ Program, \$400,000 CMAQ funds were used for engineering. Schuylkill River Development Corporation (SRDC) is the project sponsor. Other funding for this project provided include: \$6.2 million TIGER funds, \$1.344 million SAFETEA-LU DEMO PA-ID #383, \$2.150 million state RCAP, and \$1 million Discretionary TE to be drawn at the appropriate time for a \$10.694 million construction phase.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ*	2,500												
		2,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69664 Clarissa Street Bridge over Conrail SR:4007

Return

LIMITS Over Conrail

Actl Let Date: 3/31/2011

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper North Philadelphia

FC: 16

AQ Code:S19

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

Funds will cover accrued unbilled costs.

The purpose of this project is to replace this bridge which has collision damage and several section losses.

The single span, 63'-long built up through girder bridge supported on concrete abutments dates to 1903 and is composed of 5 girders with the deepest being the fascia girders. The existing bridge upholds one lane for each approach of Clarissa Street and pedestrian walkways over Conrail, which is a single railroad track which runs north to south.

Replacement of the existing structure carrying Clarissa Street (S.R. 4007) over a Conrail line in the Nicetown-Tioga section of Philadelphia. It is anticipated that traffic will be detoured during construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes, 8' shoulders/bicycle lanes, 8' median and 12' sidewalks on both sides. The proposed conditions will include two travel lanes, shoulders/bicycle lanes, median and sidewalks on both sides.

Sufficiency Rating: 48.0

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	74													
		74	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			74	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

LIMITS Over Schuylkill River and CSX Railroad

Est Let Date: 3/23/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia; Center City Philadelphia

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 7A, 10A

The project involves rehabilitating or replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involve the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	3,268											
FD	185	817											
CON	581				12,562								
CON	581					12,919							
CON	581						1,243						
CON	581									18,030			
		4,085	0	0	12,562	12,919	1,243	0	0	18,030	0	0	0
		Total FY2015-2018		16,647		Total FY2019-2022		14,162		Total FY2023-2026		18,030	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

LIMITS Over Wooden Bridge Run

Est Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	185	700													
ROW	185	292													
UTL	STP	234													
UTL	185	58													
CON	185		3,005												
		1,284	3,005	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			4,289	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69913 **Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

LIMITS Over Schuylkill River

Est Let Date: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) that crosses the Schuylkill River and Amtrak railway tracks and is located between Woodland Avenue and 34th Street in the City of Philadelphia. This project involves rehabilitating the pier caps on the bridge, and may also include minor deck repairs due to the spalling. The purpose of this project is to extend the service life of the bridge which was built in 1976. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction. The existing bridge's pier caps are missing welds and members and have minor section loss. The 3-span, 155'-long and 80'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls.

This bridge has bike lanes and is a companion project to MPMS #96222, Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden, which will create/re-allocate space on the Gray's Ferry Bridge to provide for the City's first "cycle track" (a separated two way bike lane) and improve bike facilities on Paschall Avenue, 49th, Gray's Avenue and Lindbergh Avenue to connect the Gray's Ferry Crescent section of the Schuylkill River Trail over to the entrance of Bartram's Garden. \$600,000 (\$400,000 CMAQ/ \$200,000 Matching local funds) was approved during the 2012 CMAQ Competitive Program selection process for the "Cycle Track" project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	200											
ROW	185	265											
UTL	185		656										
CON	581				5,883								
CON	581					384							
CON	185					6,914							
CON	581									2,000			
		465	656	0	5,883	7,298	0	0	0	2,000	0	0	0
		Total FY2015-2018			7,004	Total FY2019-2022			7,298	Total FY2023-2026			2,000

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69914 *Fifth Street over Conrail (Bridge)*

Return

LIMITS Between West Bristol Street and Hunting Park Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14A

Bridge removal of state bridge over Conrail on Fifth Street between West Bristol Street and Hunting Park Avenue in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	185					239										
ROW	185						935									
UTL	185						61									
CON	STP							2,027								
CON	185							507								
		0	0	0	0	239	996	2,534	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				3,769	Total FY2023-2026				0

MPMS# 70014 *Center City Signal Improvements (North) - Phase 3*

LIMITS Spring Garden Street to Market Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2017M

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

Adding Subcorr(s): 10A

This is the final phase of the city's efforts to install a computerized traffic signal system throughout Center City Philadelphia. This phase (CCSIP3) will expand the project into the northeast and northwest quadrants of Center City, with limits from Spring Garden Street to Market Street, between the Delaware and Schuylkill Rivers. See MPMS # 17579 for Phase 1, and MPMS #17655 for Phase 2.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	CAQ*															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 *Swanson Street Reconstruction*

Return

LIMITS Delaware Avenue to Oregon Avenue

Est Let Date: 4/15/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage, street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	TOLL												
PE	STP	600											
FD	STU							454					
FD	LOC							114					
ROW	STU								3,914				
ROW	LOC								783				
CON	LOC								1,827				
CON	581										7,752		
		600	0	0	0	0	0	568	6,524	0	7,752	0	0
		Total FY2015-2018			600	Total FY2019-2022			7,092	Total FY2023-2026			7,752

MPMS# 70243 *American Street Streetscape*

Est Let Date: 8/15/2016

LIMITS Girard Avenue to Indiana Avenue

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14A

This is an industrial corridor with plentiful local truck traffic. Streetscape improvements including curbing, paving, crosswalks, traffic management, landscaping, and stormwater management. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU	240											
PE	LOC	60											
FD	STU			93									
FD	LOC			23									
CON	LOC				900								
CON	STU								2,396				
CON	LOC								900				
CON	STP							5,027					
		300	116	900	3,296	0	5,027	0	0	0	0	0	0
		Total FY2015-2018			4,612	Total FY2019-2022			5,027	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 *Ben Franklin Bridge Philadelphia Operational Improvement*

LIMITS Vine Street, Benjamin Franklin Bridge to 9th Stree

Est Let Date: 11/2/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: AECOM/M. Girman

CMP: Minor SOV Capacity

Adding Subcorr(s): 3A, 10A, 15A

This project is a short term operational improvement to local Vine St between Ben Franklin Brdg and 9th St, at the Broad St off ramp from I-676 westbound & traffic signals improvements.

PA ID#251

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	SXF	275												
CON	TOLL													
CON	SXF		576											
		275	576	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			851	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 72946 *Citywide 3R (2006 Streets #101) SR:0000*

Return

LIMITS City Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP:

Funds in FY16 are needed to pay a contractor claim.

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards.

Funds for this project were drawn from the Citywide 3R Line item, MPMS #57902, and will be used for resurfacing the #101 contract 2006 set of city streets. See MPMS #71978 for the 2005 Phase V contract.

LET

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP		875											
		0	875	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			875	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 73134 Gateway Revitalization/Torresdale Av Strscape Im Pr

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City FC: 14; 16; 17 AQ Code:A2

PLANNING AREA: Core City IPD: 6

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project is a segment of many "Gateway Revitalization Projects" which include the revitalization of 12 major intersections into and out of Northeast Philadelphia, with boundaries ranging from Frankford Avenue to the West, the Delaware River to the East, Harbison Avenue to the South, Grant Avenue to the North, and the Torresdale Avenue Business District. The purpose of the "Gateway Revitalization Projects" is to assist in the beautification of neighborhoods and communities. These projects focus on a "Welcome" theme -- aesthetic improvements to major streets, highways, and business and residential districts in Northeast Philadelphia.

The Gateway Revitalization project was recommended in the spring of 2005 for funding through the HTSSRS/TE program. \$920,000 will be drawn down at the appropriate time.

The Torresdale Avenue Streetscape Improvement project will be completed in conjunction with the Major Artery Revitalization Committee (MARC). The project will include streetscape improvements; such as, pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Specifically, the project will be completed in three phases. The first phase will improve lightning throughout the area by installing new pedestrian lightning in the business district. Phase two will improve crosswalks throughout the corridor by enhancing the current design of the crosswalks from their current design to a honeycomb design, and phase three will consist of curb extensions for busy intersections, increased parking, and exterior improvement to the Tacony Library. Project funded by a SAFETEA-LU Earmark, (ID 3094; PA ID 496) - \$1Million

Phase 1 of this project was completed in 2009 using the \$500,000 Local funding provided by the Commercial Corridors Bond Program, and this serves as the local match for phase 2/3.

Phase 2 and 3 of this project will be completed as one construction contract.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581		67											
		0	67	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			67	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74822 *North Delaware Avenue Extension Phase 2*

LIMITS Buckius Street and northerly point TBD per study

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

The next phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities between Buckius Street and the Poquessing Creek. The roadway is planned with amenities for bicycles and pedestrians for the North Delaware Avenue Greenway Trail. The road will also serve as an alternate route for local truck traffic accessing Interstate 95 from local industrial and commercial businesses. The study will also identify the trail alignment and identify right of way acquisitions in relation to adjacent land uses including former industrial sites, the Frankford Arsenal and the Pennsylvania Fish and Boat Commission boat launch site.

A total of \$4,968,241 earmark funds remaining are from PA 667 and PA 605:
 -\$1,002,341 that is the original amount from SAFETEA-LU PA 667 earmark;
 -\$3,965,900 of the original \$4,005,900 amount from SAFETEA-LU PA 605 earmark.

Other recreational facilities associated with this project include the North Delaware River Greenway trail, sponsored by the PA Environmental Council. See MPMS #61712 for a full description of these sections which will be broken out to include individual projects at the appropriate time:

- The Bridesburg Section (MPMS #90482 and #46956)
- The Wissinoming/Tacony section (MPMS #61712)
- The Holmesburg Section (MPMS #79832)
- The Torresdale Section (MPMS #79833)

MPMS #90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funds. MPMS #46956 (Phase 1A) extends the Port Richmond Trail from Lewis Street to Orthodox Street and was advanced with earmarks PA 171, PA 511 and PA 289.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists and pedestrians. See DVRPC's 2013-2014 memorandum on supplemental projects for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
STUDY	SXF	400											
STUDY	LOC	100											
PE	SXF	400											
PE	LOC	106											
FD	SXF			202									
FD	LOC			57									
ROW	SXF				400								
ROW	LOC				116								
UTL	SXF				400								
UTL	LOC				116								
CON	SXF					3,206							
CON	LOC					956							
		1,006	0	259	1,032	4,162	0	0	0	0	0	0	0
		Total FY2015-2018			2,297	Total FY2019-2022			4,162	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74828 *American Cities/Safe Routes to School - Phase 3*

LIMITS City-wide

Est Let Date: 12/3/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city.

Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475. Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
FD	SXF	320																			
FD	LOC	80																			
CON	SXF	2,560																			
CON	LOC	679																			
		3,639	0	0	0	0	0	0	0	0	0	0	0								
		Total FY2015-2018				3,639				Total FY2019-2022				0							
						Total FY2019-2022				0				Total FY2023-2026				0			

MPMS# 74831 *Cresheim Valley Drive Revitalization*

Return

LIMITS Cresheim Road to Stenton Avenue

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/VLF

CMP:

This project involves the restoration, resurfacing and reconstruction of Cresheim Valley Drive from Cresheim Road to Stenton Avenue. The project will be let in conjunction with CW101 MPMS#72946. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
CON	SXF	95																			
CON	LOC	19																			
		114	0	0	0	0	0	0	0	0	0	0	0								
		Total FY2015-2018				114				Total FY2019-2022				0							
						Total FY2019-2022				0				Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74841 PRPA Access Project

LIMITS South Philadelphia Port

Est Let Date: 4/15/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: Gannett/S. New

CMP: Minor SOV Capacity

Adding Subcorr(s): 3A, 4B, 4C

This project will enhance intermodal connectivity and traffic flow in the South Philadelphia port complex area, including the existing Piers 96/98/100 near Oregon Avenue, the Packer Avenue Marine Terminal, and the proposed Southport complex at the east end of the Navy Yard. Improvements will focus on the Delaware Avenue east side service road south of Oregon Avenue, also locally known as "Old Delaware Avenue". To provide capacity for the existing and anticipated levels of traffic, this roadway will have pavement markings (striping) applied to provide two lanes directional from Oregon Avenue through to the dead end south of the Marine Terminal south gate (where the access roadway to the Southport complex will connect). Additional parking for employees will be provided in shoulder areas of the roadway between Oregon Avenue and former Packer Avenue and adjacent to the Marine Terminal south of former Packer Avenue within the existing roadway right-of-way. A truck queuing area is proposed to utilize the existing drainage right-of-way on line of former Packer Avenue east of Old Delaware Avenue adjacent to the north edge of the Marine Terminal property. This would be paved, with spaces for approximately 30 trucks to be provided for a queuing area that would allow trucks waiting to enter the Marine Terminal to marshal and queue instead of doing so on the public street (usually Old Delaware Avenue). This would reduce traffic congestion on Old Delaware Avenue as well. This work will be coordinated with the proposed traffic signal at the Columbus Boulevard/Delaware Avenue/former Packer Avenue intersection, which will go to construction under a separate effort. The resurfacing of the entire segment of Old Delaware Avenue south of Oregon Avenue will be included in the project as the budget permits. Unused rail sidings will be removed in the segment between Oregon Avenue and former Packer Avenue if the sidings are abandoned.

This project is funded by SAFETEA-LU Earmarks: \$2,400,000 (PA ID# 314/FED ID# 02052); \$500,000 (PA ID# 601/FED ID# 47912); \$400,000 (PA ID# 643/FED ID# 48332)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	SXF	40											
ROW	LOC	11											
UTL	SXF	40											
UTL	LOC	11											
CON	SXF		2,000										
		102	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		2,102		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74859 City Wide 3R #102 Resurfacing

Return

LIMITS

ctl Let Date: 11/12/2009

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP:

This project includes FAM resurfacing and base repairs, upgrade of all impacted Curb Ramps and cross walks to current federal standards, replacement of traffic signs to comply to federal mandate, and replacement of aluminum streetlight poles with nonconductive fiberglass at several locations: 33rd Street from Lancaster Avenue to Mantua Avenue (\$575,000); 5th Street from Godfrey Avenue to Cheltenham (\$1,120,000); 66th Avenue from 5th Street to 2nd Street (\$475,000); American Street from Hunting Park Avenue to Luzerne Street (\$345,000); 9th Street from Wyoming Avenue to Roosevelt Blvd (\$195,000); Luzerne Street from 5th Street to 9th Street (\$385,000); Sedgley Avenue from Erie Avenue to Allegheny Avenue (\$611,000); 44th Street from Baltimore Avenue to Market Street (\$390,000); 43rd Street from Baltimore Avenue to Powelton Avenue (\$430,000); Greene Street from Cheltenham Avenue to Manheim Street (\$490,000), Comly Avenue from Roosevelt Blvd to Academy Road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	4													
		4	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			4	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 75804 University Av/CSX Rail (Bridge)

Return

LIMITS Between Grays Ferry Avenue and Schuylkill Expressway

Est Let Date: 12/3/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a structurally deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185					179									
FD	185						750								
ROW	185							76							
UTL	185							151							
CON	185								9,348						
		0	0	0	0	179	750	227	9,348	0	0	0	0		
		Total FY2015-2018			0	Total FY2019-2022				10,504	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301

LIMITS Over SEPTA R8 Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Germantown-Chestnut Hill

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforces concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	BOF	247												
UTL	179	62												
		309	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			309	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 77452 Manayunk Canal Restoration - Phase 3 (TE)

Return

LIMITS Manayunk Canal

Actl Let Date: 11/6/2014

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLANNING AREA: Core City

IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This Phase III project involves the restoration of Philadelphia's most significant surviving remnant of the once great Schuylkill Navigation system. It includes restoring water flow to the canal, improving the hydrology in the canal & providing stabilization of the historic Sluice House.

Design for this project was funded under MPMS #61714 through the TE Program.

In the spring of 2006 this project was recommended for funding through the TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	250												
CON	LOC	238												
		488	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			488	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77467 *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232*

Return

LIMITS At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City; Rockledge Borough

FC: 14

AQ Code:X12

PLANNING AREA: Core City; Developed Community

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

Funds in FY16 are to pay final invoices.

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

Phases 1 was funded under MPMS# 71211 and Phase 2 was funded under MPMS #73011.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP		75											
		0	75	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			75	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 77475 *Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2*

Return

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh **CMP:** Not SOV Capacity Adding

Installation of bumpouts and related safety improvements in school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the Safe Routes to School Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU		1,039											
		0	1,039	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,039	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78758 *JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets*

LIMITS Over 21st Street/22nd Street/23rd Street

Est Let Date: 6/18/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLANNING AREA:

IPD: 4

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves the superstructure replacement or rehabilitation of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace or rehabilitate the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements. This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	250											
CON	581		14,500										
		250	14,500	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		14,750		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 78764 *W Girard Ave O/CSX (Bridge)*

LIMITS City of Philadelphia

Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU		36										
FD	185		9										
ROW	BOF		36										
ROW	185		9										
CON	BOF				771								
CON	185				193								
		0	90	0	964	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,054		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79686 I-95, Columbia Avenue to Ann Street (GR1)

LIMITS Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 4B

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	TOLL												
ROW	NHPP	2,642											
ROW	STU		4,703										
ROW	TOLL												
ROW	STP		2,008										
ROW	NHPP		9,205										
CON	NHPP		11,555										
CON	STP		622										
CON	581		3,045										
CON	NHPP			4,471									
CON	581			1,118									
CON	NHPP				2,667								
CON	581				667								
CON	NHPP								10,438				
CON	581								2,610				

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

2,642	31,138	5,589	3,334	0	0	0	13,048	0	0	0	0
Total FY2015-2018		42,703		Total FY2019-2022		13,048		Total FY2023-2026		0	

MPMS# 79825 I-95: Shackamaxon - Columbia (GR2)

Return

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES:

FC: 11

AQ Code:nrs

PLANNING AREA:

IPD:

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Project is I-95 mainline construction traffic control cross-over construction, reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., I-95 structure replacements over Shackamaxon St., Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

This project is a breakout of MPMS# 17821 (GIR).

Related sections of this project include: MPMS #'s 17821, 80094, 79686, 79826, 79827, 79828, and 57874.

This project will be coordinated with MPMS# 83640, an IMP project which carries \$30 million for this project.

An investment of more than \$1.1 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. These MPMS #'s include: 79903 (BR0), 47812 (BR1), 47813 (AFC), 79911 (AF1), 57874 (RVS), 47314 (RS1), 50575 (RS2), 47783 (RS3), 46948 (D01), 79683 (CP1), 47394 (CPR), 80014 (CPU), 47811 (BSR), 79908 (BS1), 80094 (GR0), 17821 (GIR), 79686 (GR1), 79825 (GR2), 82619/84232 (MB1), 84528 (MB2).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	TOLL												
UTL	STU	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,000		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79833 North Delaware Riverfront Greenway project, Sec 4

Return

LIMITS Pennypack Cr - Linden Ave

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/JPB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail/ Baxter"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 4 is approximately two miles long. The trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

BREAK INTO 4 SEPARATE PROJECTS

MPMS #90482 and 46956 - Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail

Funding made available for the 4 sections:

CON \$500,000 TE W/ TOLL CREDIT from 2000 TE Selection Round, funds to be drawn down from MPMS #64984

Section 115 - \$750,000

SAFETEA DEMO #363, PA ID #671 - \$500,000

SAFETEA DEMO #4805, PA ID #615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID # - \$8 MILLION

TIGER FUNDING – \$1.76 Million for Section 1 only (MPMS# 90482) This funding has already been obligated.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	800												
		800	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			800	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80054 *Bridges Over Vine Street Expressway (I-676) (PAB)*

LIMITS Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon Let Date: 12/11/2014

IMPROVEMENT Bridge Repair/Replacement MRPID:104

MUNICIPALITIES: Philadelphia City **FC:** 11; 14 AQ Code:S19

PLANNING AREA: Core City IPD: 4

PROJECT MANAGER: AECOM/C. Suhoskey **CMP:** Not SOV Capacity Adding g Subcorr(s): 3A, 4B, 7A, 10A, 14A

This project involves rehabilitating or replacing four superstructures (19th Street, 20th Street, Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway) over I-676 in the City of Philadelphia. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and includes the intersection realignment of 20th and Winter Street. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge that were previously included in MPMS# 79473 and 85059 respectively, have been incorporated into this project.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. The project will now be advanced to construction under one contract with funding reflected in two MPMS #: 80054 and 88767. The total cost for reconstruction of the seven structures is approximately \$125 million.

Preliminary engineering for all seven structures was included in MPMS# 80054, including \$975,000 that addressed two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to MPMS# 90096 and MPMS# 90097.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	NHPP	2,122													
CON	NHPP	20,434													
CON	TOLL														
CON	NHPP		27,288												
CON	TOLL														
CON	NHPP			623											
CON	TOLL														
CON	NHPP				4,720										
CON	TOLL														
		22,556	27,288	623	4,720	0	0	0	0	0	0	0	0		
		Total FY2015-2018			55,187	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80104 *Henry Ave Corridor Safety Improvements, Phase 1 SR:3009*

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLANNING AREA: Core City

IPD: 1

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report including; installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase, except integrated corridor management initiative; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

FD (\$1,200,000 estimate), UTL (\$100,000 estimate), ROW (\$100,000 estimate), and CON (\$5,500,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	HSIP		950											
FD	TOLL													
FD	HSIP													
CON	TOLL													
CON	HSIP													
		0	950	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			950		Total FY2019-2022				0			
											Total FY2023-2026			
											0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81292 *Frankford Av/Frankford Ck (Bridge)*

Return

LIMITS Between Torresdale Avenue and Castor Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185					191							
FD	185						507						
ROW	185							76					
UTL	185							76					
CON	185								623				
		0	0	0	0	191	507	152	623	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			1,473	Total FY2023-2026			0

MPMS# 81584 *Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)*

Return

LIMITS Over CSX Railroad in the vicinity of Locust Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP:

This project will improve access to the Schuylkill Banks Park. Project includes the construction of an ADA accessible pedestrian bridge, connecting Schuylkill River Park and Schuylkill Banks Park.

This project was awarded \$1,000,000 Statewide Discretionary TE funds in January, 2009.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$4.4 million (CTDG noted below) has been combined with \$1 million Discretionary TE for a \$5.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ		115										
		0	115	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			115	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 83736 *Roosevelt Blvd over Wayne Junction (WAV)*

LIMITS Over Wayne Junction

Est Let Date: 3/8/2018

IMPROVEMENT Bridge Repair/Replacement

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP	170											
PE	185	42											
FD	581	3,183											
ROW	NHPP		481										
ROW	185		120										
UTL	NHPP			990									
UTL	185			248									
CON	NHPP					16,717							
CON	185					4,179							
CON	NHPP						16,717						
CON	185						4,179						
CON	NHPP							16,717					
CON	185							4,179					
CON	STP								2,000				
CON	NHPP								14,717				
CON	185								4,179				
		3,395	601	1,238	0	20,896	20,896	20,896	20,896	0	0	0	0
		Total FY2015-2018		5,234		Total FY2019-2022		83,584		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 84646 *Roosevelt Boulevard Safety Improvements - Phase II*

Return

LIMITS 9th Street to Southampton Road

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: **CMP:**

The project will provide for the construction of safety improvements and will include: a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures.

This project is a breakout of MPMS# 74839.

Funded by a SAFETEA-LU earmark (PA ID# 493) - \$1,263,522

An additional \$1,040,000 will be drawn from the HSIP Line Item (MPMS# 36927) for construction at the appropriate time.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	800												
		800	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			800		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 85415 *Olney Ave Safety Improvements*

LIMITS Olney Ave. from Broad St to Rising Sun Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: Gannett/B. Masi **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 5G, 14A

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia.

CON (\$5,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	3,495												
CON	HSIP		1,771											
		3,495	1,771	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,266		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85417 *Allegheny Avenue Safety Improvements*

LIMITS Ridge Ave to Aramingo Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:A2

PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B, 14A, 15A

This project will install flashing school signs and speed limits at select locations within the corridor; install or improve the lighting at the railroad underpasses between 17th and 19th Streets and at Kensington Ave.; install pedestrian fences (or appropriate landscape alternative), to prevent or discourage jaywalking, at select locations; and reconfigure the intersection of Germantown Ave., Sedgley Ave. and 11th St. to reduce pedestrian crossing distances and driver confusion.

FD (\$900,000 estimated), UTL (\$450,000 estimated), ROW (\$100,000 estimated), and CON (\$7,000,000 estimated) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	HSIP	955												
UTL	TOLL													
UTL	HSIP		200											
CON	TOLL													
CON	HSIP			7,000										
		955	200	7,000	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			8,155		Total FY2019-2022				0		Total FY2023-2026	

MPMS# 85419 *Erie Av: Broad St. - K St*

LIMITS Erie Av: Broad St - K St

Est Let Date: 6/18/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. CON (\$4,500,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	4,500												
CON	TOLL													
		4,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,500		Total FY2019-2022				0		Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87107 *School District of Philadelphia Improvement (SRTSF) - Round 1*

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP: Not SOV Capacity Adding

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school. The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks that make the sidewalks uneven and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries.

This project was awarded \$1,000,439 in federal Safe Routes to School (SRTSF) funding in May of 2009.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018		1,000		Total FY2019-2022			0			Total FY2023-2026		0

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 7/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLANNING AREA:

IPD: 2

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STU	40												
PE	581	10												
FD	STP	2,037												
FD	581	509												
ROW	STP		87											
ROW	581		22											
UTL	581			900										
CON	STP				3,204									
CON	581				801									
CON	STP					5,142								
CON	581					1,286								
		2,596	109	900	4,005	6,428	0	0	0	0	0	0	0	
		Total FY2015-2018		7,610		Total FY2019-2022			6,428			Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88767 *Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1*

LIMITS Over I-676 Expressway at 21st Street and 22nd Street

ctl Let Date: 12/11/2014

IMPROVEMENT Bridge Repair/Replacement

MRPID:104

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

This project involves rehabilitating or replacing three superstructures over I-676 in the City of Philadelphia. This section is located at the 21st Street Bridge over I-676 North of Winter Street Intersection, the 22nd Street Bridge over the I-676 North of the Winter Street Intersection, and the 18th Street bridge over I-676. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Three bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. The project will now be advanced to construction under one contract with funding reflected in two MPMS #s: 80054 and 88767. The total cost for reconstruction of the seven structures is approximately \$125 million.

Preliminary engineering for all seven structures was included in MPMS# 80054, including \$975,000 that addressed two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to MPMS# 90096 and MPMS# 90097.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STU	354												
ROW	179	22												
ROW	183	67												
UTL	STU	710												
UTL	179	45												
UTL	183	133												
CON	TOLL													
CON	NHPP	7,339												
CON	TOLL													
CON	STU		5,798											
CON	TOLL													
CON	STU			2,264										
CON	BOF			1,138										
CON	TOLL													
CON	BOF				2,049									
		8,670	5,798	3,402	2,049	0	0	0	0	0	0	0	0	
		Total FY2015-2018			19,919	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90141 *Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)*

Return

LIMITS 51st Street to Lindbergh Boulevard

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

Bartram's Garden is a National Historic Landmark and part of the National Recreational Trail system. This project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. Several segments have been constructed (17754), are in construction (70220) or are in the engineering phase (68067, 81584, and 90144). The trail network is intended principally for transportation purposes. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$1.4 million CMAQ for a \$2.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ	34												
		34	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			34		Total FY2019-2022				0		Total FY2023-2026	
													0	

MPMS# 90144 *Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)*

No Let Date

LIMITS Shawmont Avenue to Montgomery County Line

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: **CMP:**

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12' paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$400,000 TE funds originally awarded to MPMS #50522 for a \$1.4 million construction phase. \$400,000 TE will be drawn from MPMS #64984 at the appropriate time. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	146												
		146	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			146		Total FY2019-2022				0		Total FY2023-2026	
													0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90482 *North Delaware Riverfront Greenway (TIGER)*

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross Bridge

Actl Let Date: 7/12/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES:

FC:

AQ Code:A2

PLANNING AREA:

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront, is a multi-phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail known as the Port Richmond Trail will begin at Allegheny Ave./Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave./Lewis St. near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

\$1.76 million for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery - and has been combined with \$740,000 CMAQ for a \$2.5 million construction phase.

The greenway/trail consists of additional sections which have or will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:

- (1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains.
- (2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).
- (3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river's edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.
- (4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ*	500												
CON	TOLL													
CON	TOLL													
CON	CAQ		358											
		500	358	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			858	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

LIMITS I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 4B, 4C

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	NHPP	2,334													
		2,334	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,334		Total FY2019-2022			0		Total FY2023-2026			0

MPMS# 91573 *South Street Pedestrian Ramp - Phase II*

LIMITS from Schuylkill River Park to South Street Bridge

ctl Let Date: 11/10/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

A pedestrian and bicycle ramp will be constructed to connect the South Street Bridge to Schuylkill River Park Trail along the east bank of the Schuylkill River. The ramp will provide a safe southern terminus point for park visitors and serve bicyclists, pedestrians, and maintenance vehicles. The ramp design shall be consistent with other elements of the river park. Other features included in the design are: lighting and seating/overlook areas at the mid-point and top of the ramp; removable bollards or other physical barrier placed at the top of the ramp at the back edge of the sidewalk; a continuous safety fence between the ramp and the railroad tracks; signs at the top of the ramp that will mandate bicyclists to dismount their bikes before using the sidewalks; plus destination signs to direct pedestrians and bicyclists to the sidewalk on the proper side of the road to access the ramp. The project scope of MPMS# 70220 (Phase I) is included in this project.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ	2,500													
CON	TOLL														
CON	CAQ*		1,000												
		2,500	1,000	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,500		Total FY2019-2022			0		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91837 City Wide Resurfacing (# 103B)

LIMITS City of Philadelphia

Actl Let Date: 9/11/2014

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

Potential candidates for this resurfacing package include:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- Rising Sun Avenue, 2nd St to Roosevelt Blvd
- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

The following streets have been removed from this package:

- Chestnut Hill Avenue: Seminole Street to Bethlehem Pike
- Seminole Street: Chestnut Hill Avenue to St. Martin's Lane
- St. Martin's Lane: Highland Avenue to Mermaid Lane
- Mermaid Lane: St Martin's Lane to McCallum Street
- McCallum Street: Mermaid Lane to Allens Lane
- St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	1,086												
CON	LOC	272												
		1,358	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,358	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92376 *Walnut Lane Bridge Over Wissahickon Creek Restoration*

LIMITS Over Wissahickon Creek

Est Let Date: 2/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLANNING AREA:

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project involves rehabilitating or replacing the bridge to prevent accelerated deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP*	6,064												
		6,064	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,064	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 92417 *Race Street Connector*

Return

LIMITS Race Street, from 2nd Street to Columbus Blvd

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/JPB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 4B, 10A

This project includes construction of infrastructure and streetscape improvements on Race St. between 2nd St. and Columbus Blvd, to improve neighborhood connections and pedestrian and cycling access to waterfront activities, parks and trails.

The project consists of the construction of a two way multi-use trail connection to the East Coast Greenway on Delaware Avenue and streetscape and beautification improvements along the north side of Race Street between 2nd Street and Columbus Boulevard (approximately 900 linear feet) in the City of Philadelphia, Pennsylvania. Improvements include but are not limited to: pedestrian amenities along the north side of Race Street; a revision to the horizontal geometry of the I-95 on-ramp to reduce speeds and accommodate a sidewalk and crossing for pedestrians; ADA compliant crossings at the 2nd Street and Columbus Boulevard intersection; landscape and lighting improvements consistent with the recently completed Phase 1 (south side of roadway) and the Race Street Pier projects; site furniture, wayfinding and directional signs and screen wall similar to Phase 1; and minor utility and drainage improvements required to accommodate the new roadway geometry and site amenities.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	1,300												
CON	TOLL													
CON	STP		93											
		1,300	93	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,393	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92554 Ridge Ave Over Amtrak (Bridge)

LIMITS

Est Let Date: 7/18/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLANNING AREA:

IPD: 5

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU		656										
FD	185		164										
ROW	STU					210							
ROW	185					53							
UTL	185						430						
CON	STU							3,243					
CON	185							811					
		0	820	0	0	263	430	4,054	0	0	0	0	0
		Total FY2015-2018			820	Total FY2019-2022			4,747	Total FY2023-2026			0

MPMS# 92809 Roosevelt Blvd Exit (Bridge)

Return

LIMITS Roosevelt Boulevard exit at PA 611/Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185				232								
FD	STU					507							
FD	185					127							
ROW	STU						10						
ROW	185						3						
UTL	STU						104						
UTL	185						26						
CON	STP							6,451					
CON	185							1,613					
		0	0	0	232	634	143	8,064	0	0	0	0	0
		Total FY2015-2018			232	Total FY2019-2022			8,841	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 93106 Philadelphia Traffic Operations Center

Return

LIMITS Spring Garden Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD: 1

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Juniata section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one of them without a Traffic Operation Center (TOC). The project uses funds available from the region and will be located inside the Street's Department's Traffic Shop at G and Romona Streets, which is the location of the City's current Traffic Sign Shop. The City's fiber optic cable "backbone" runs into this location, the location allows for future expansion of space for staff and equipment, and in the event of an emergency, the Juniata location is less prone to traffic gridlock which will allow staff to get the Traffic Operations Center more quickly. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ	162													
CON	LOC	40													
		202	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			202	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96109 City ADA Ramps Project

LIMITS

Est Let Date: 10/20/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

This project will include the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to: 1)South Street Bridge(MPMS# 17724), 2) CW 101 Resurfacing(MPMS# 72446), and 3) CW 103 Resurfacing(MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP	107											
PE	LOC	27											
PE	STU		80										
PE	LOC		20										
FD	STP	360											
FD	LOC	90											
CON	STP		221										
CON	LOC		56										
CON	STP			3,200									
CON	LOC			800									
CON	STU					950							
		584	377	4,000	0	950	0	0	0	0	0	0	0
		Total FY2015-2018			4,961	Total FY2019-2022			950	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96213 *Manayunk Bridge Trail*

LIMITS

Actl Let Date: 1/16/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

FC:

AQ Code:A2

PLANNING AREA: Core City; Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3B

The project will repurpose an existing abandoned rail infrastructure into a bicycle and pedestrian connection between Lower Merion, Cynwyd Trail, and Manayunk. It will provide direct access to the Ivy Ridge and Cynwyd stations, as well as improved access to the Manayunk Station and the Wissahickion Transit Center. This project was awarded \$204,246 CMAQ funds from DVRPC 2011-12 Competitive CMAQ Program. Companion project with MPMS# 92413.

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ*	500												
CON	TOLL													
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming- CMAQ Comp

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:NRS

PLANNING AREA: Core City IPD:

PROJECT MANAGER: HNTB/N. Velaga CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has advanced the retiming of 19 corridors total with local and state funding, with a further 8-9 currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently identified to be advanced as part of this project:

- 2nd: Duncannon - 66th, Girard - Allegheny
- 33rd: Lehigh - Oxford, Powleton - Haverford
- 34th: Powleton - Mantua
- 54th/Jefferson: Overbrook - 53rd
- 57th: Landesdown - Baltimore
- Castor: Comley - St. Vincent
- Essington: 67th - Bartram
- Frankford: Girard - Torresdale
- Johnston: Chew - Lincoln
- Kelly: Calumet - Hunting Park
- Lancaster: 52nd - 36th
- Lansdown: 63rd - 52nd
- Levick/Robbins: State - City Limit
- Monument: Ford - Target
- Oxford: Frankford - Sanger
- Rhawn: Verree - Frankford
- Ridge: Ferry - Main
- Rising Sun: Duncannon - Devereaux
- Spring Garden: 33rd - 31st
- Summerdale: Pratt - Oxford
- Synder: Front - 25th
- Whitaker: Erie - Garland

DVRPC Competitive CMAQ Awarded Project FY 2011-2012
 CMAQ award \$1,000,000
 Matching funds \$1,000,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	1,000											
PRA	LOC	1,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		2,000				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 59th Street over AMTRAK

LIMITS No Let Date
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:S19
PLANNING AREA: Core City IPD: 4
PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 7A

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelphia.
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018		0				Total FY2019-2022				0			
Total FY2023-2026										0			

MPMS# 98230 Tabor Road over Tacony Creek

LIMITS No Let Date
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Philadelphia City **FC:** AQ Code:S19
PLANNING AREA: Core City IPD: 6
PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018		0				Total FY2019-2022				0			
Total FY2023-2026										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98232 Woodland Avenue over SEPTA

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: AQ Code:S19

PLANNING AREA: Core City IPD: 5

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of Woodland Avenue over SEPTA in the City of Philadelphia.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. SEPTA is managing the project on behalf of the City of Philadelphia.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

MPMS# 102102 North Delaware Avenue Phase 1B

New

LIMITS Orthodox St to Buckius Street Est Let Date: 2/16/2017

IMPROVEMENT Roadway New Capacity MRPID:66

MUNICIPALITIES: Philadelphia City FC: AQ Code:2020M

PLANNING AREA: Core City IPD: 4

PROJECT MANAGER: CMP: Major SOV Capacity Adding Subcorr(s): 4B

This project completes the first phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. This segment extends between the end of section 1A at Orthodox Street and Buckius Street, just over a quarter mile to the northeast. The roadway will include sidewalks and a shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve local truck traffic as an alternative to narrow Richmond Street. This is a breakout of design parent MPMS #46956.

Other recreational facilities associated with this project include the \$15 million North Delaware Riverfront Greenway Trail, sponsored by the PA Environmental Council. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time.

Project CMP (Congestion Management Process) commitments include amenities for bicycles and pedestrians. The road will also serve as an alternate route for local truck traffic accessing I-95 from local industrial and commercial businesses. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STP			4,502									
CON	LOC			1,126									
		0	0	5,628	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		5,628				0				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102134 *Henry Ave Corridor Safety Improvements, Phase 2*

LIMITS Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: Gannett/B. Masi

CMP:

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report and includes installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

FD (\$300,000 estimate), UTL (\$250,000 estimate), ROW (\$500,000 estimate), and CON (\$3,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102274 *Schuylkill River Swing Bridge*

New

LIMITS Schuylkill River south of Grays Ferry Ave.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

The project will repurpose an abandoned swing bridge over the Schuylkill River into a multi-purpose bicycle and pedestrian trail structure that will serve as a bike/pedestrian river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1. The bridge's main truss will be refurbished and reinstalled at an elevation sufficient to meet clearance requirements for river traffic. Approach spans on both sides of the river including on-grade approaches will be constructed/reconstructed.

The Swing Bridge bike/pedestrian crossing is a key link in the Schuylkill River Trail (the region's premier multi-use trail route) and the spine of "The Circuit" (regional trail network). Intended for transportation purposes, the Swing Bridge closes a critical gap by providing a bicycle and pedestrian connection for Philadelphia neighborhoods on each side of the Schuylkill River. It will connect the recently constructed Grays Ferry Crescent Trail with the Bartram's Mile Trail. This will allow users to access destinations and services throughout Philadelphia and outlying suburban communities.

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	CAQ	424												
PE	TOLL													
PE	STU		424											
FD	TOLL													
FD	CAQ					478								
ROW	TOLL													
ROW	CAQ						61							
UTL	TOLL													
UTL	CAQ						61							
CON	TOLL													
CON	CAQ							5,067						
		424	424	0	0	478	122	5,067	0	0	0	0	0	
		Total FY2015-2018			848	Total FY2019-2022			5,667	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102281 *L.E.D. Street Light Improvement Program (ARLE 4)*

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of LED street lights within city limits.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$850,000 (\$260,000 Final Design/ \$590,000 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	244	260												
CON	244	590												
		850	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			850	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102282 *School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)*

ARLE

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide anti-skid pavement surfaces that will introduce an improved skid resistance level (SRL) on School House Lane from Wissahickon Avenue to Ridge Avenue and Kelly Drive from Ridge Avenue to Eakins Oval.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: \$500,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102388 *Roosevelt Boulevard Resurfacing*

LIMITS Harbison Ave to Bucks County Line

Actl Let Date: 6/19/2014

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: Maint./L. Ryan

CMP:

Roosevelt Boulevard will be resurfaced in both directions (SR 0001 & SR 6001) from Harbison Avenue (SR 2009) Segment 0250/0251 offset 0000 to the Bucks County Line, segment 0380/0381 offset 3030/3012. Total construction cost is approximately \$9 million.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-SH	4,500											
		4,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		4,500		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 102399 *Philadelphia TOC Electrical*

Return

LIMITS City Sign Shop - Ramona & G Streets

Actl Let Date: 11/6/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

This work includes the installation of lighting and required electrical services to the new TOC and locker room. Specific items include the installation of lighting fixtures, wiring, fuses and panel boards, outlets and switches, grounding, and raceways within the building. Outside the building a new generator will also be installed to provide uninterruptible power to the TOC and other critical building spaces in the event of a local power outage.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU	265											
CON	LOC	66											
CON	CAQ		33										
CON	LOC		8										
		331	41	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		372		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102400 Philadelphia TOC Mechanical

Return

LIMITS City Sign Shop - Ramona & G Streets

Actl Let Date: 11/6/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

This work includes the installation air conditioning units, heaters, ducts, ventilators, diffusers, registers, and grills to provide heating, ventilation and air conditioning to the TOC and new locker room facilities.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	46												
CON	LOC	11												
		57	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			57	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102401 Philadelphia TOC Plumbing

Return

LIMITS City Sign Shop - Ramona & G Streets

Actl Let Date: 11/6/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

This work includes the installation of valves, piping, and fixtures (sinks, toilets, etc.) to the TOC and to provide for the upgrades to the two (2) existing bathrooms to meet ADA requirements.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102413 - Phila TOC General

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	22												
CON	LOC	5												
CON	CAQ		5											
CON	LOC		1											
		27	6	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			33	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102413 Philadelphia TOC General

Return

LIMITS City Sign Shop - Ramona & G Streets

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

This work includes the demolition of the two rooms that will comprise the finished TOC space. One (1) of these rooms is currently being utilized as a locker room, so work will also include the fit out of existing storage space to accommodate a new locker room. Within the finished TOC space and the new locker room, work will include all miscellaneous carpentry, flooring, furniture, operator console, windows, doors, ceiling, painting and other architectural work. Within the two bathrooms, this work will include the demolition of the existing space.

Work will also include the modifications of the existing parking lot and entrance way to meet ADA requirements. Specific work will include the restriping of the parking lot to include two (2) handicapped accessible parking spaces and the construction of a ramp leading to the front entrance of the building.

The General Contractor will also be responsible for coordinating the schedules and work for the Electrical, Mechanical, and Plumbing Contractor within the existing Streets Department Building.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ		294												
CON	LOC		73												
		0	367	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			367	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102838 Philadelphia Bike Share Program (TAP)

New

LIMITS City of Philadelphia zone 1 and zone 2.

Est Let Date: 12/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

The Philadelphia Bike Share system will eventually include 185 stations and 1850 bicycles throughout central Philadelphia. Phase 1 of system deployment will see the installation of at least 70 stations in Zone 1 and parts of Zone 2 in Spring 2015. Because Zone 1 contains the core of the region's economic activity and population, the City's Bike Share Strategic Business Plan recommended that bike share roll out to Zone 1 with stations spaced approximately every 3 blocks. When complete, Zone 1 will host 110 stations and 1150 bicycles. Phase 2 of system deployment, beginning in fall 2015 will extend bike sharing into all of Zone 2, largely residential neighborhoods, thus enabling bike sharing to become a more integrated part of the city's transportation. Phase 2 will add 12 square miles of service area, bringing the system to 22 1/2 sq miles. By adding 650 bicycles and 75 stations, Phase 2 will bring system size to 1800 bicycles and 185 stations. Station density in Zone 2 will range from 4 to 6 stations per sq mile.

\$1,250,000 Regional TAP funds were approved during the summer 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

December 11, 2014 -This project was one of 13 projects across the DVRPC region that received \$250,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU	1,000												
CON	TAU		250											
CON	TAP			250										
		1,000	250	250	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,500		Total FY2019-2022				0		Total FY2023-2026	

MPMS# 102839 South Philadelphia Neighborhood Bikeway (TAP)

LIMITS 13th and 15th Streets from South Street to Oregon Ave

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

This project provides for installation of high level street treatments to sign bikeway routes, such as green-backed sharrows, white parking lines, new crosswalks and signage on a pair of north-south streets and brand them as "Neighborhood Bikeways" so that they attract bicyclists away from Broad Street and serve as bicycle friendly streets. As a pair they would create a bicycle friendly corridor serving the heart of South Philadelphia, a rapidly revitalizing area that has a high bicycle mode share.

\$250,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TAU	250												
		250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			250		Total FY2019-2022				0		Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103218 *Ashton Road Grade Crossing*

New

LIMITS Between Tolbut Street and Jenny Place

Est Let Date: 5/17/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

This project will install a railroad warning lights at the Ashton Road grade crossing which is located between Tolbut Street and Jenny Place the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	RRX				214										
		0	0	0	214	0	0	0	0	0	0	0	0		
		Total FY2015-2018			214	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 103219 *Blue Grass Road Grade Crossing*

New

LIMITS Between Gregg Street and Welsh Road

Est Let Date: 6/14/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

This project will install a railroad warning lights at the Blue Grass Road grade crossing which is located between Gregg Street and Welsh Road the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	RRX				214										
		0	0	0	214	0	0	0	0	0	0	0	0		
		Total FY2015-2018			214	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103469 *Roosevelt Boulevard Multimodal Study (TIGER)*

LIMITS Broad Street in the City of Philadelphia and the Neshaminy Mall in Bucks County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

This project will build upon numerous previous studies to provide a detailed evaluation of alternative concepts for the reconfiguration of Roosevelt Boulevard between Broad Street in the City of Philadelphia and the Neshaminy Mall in Bucks County. The three key components to be explored are 1) Bus Rapid Transit (BRT) service operating in a dedicated guideway, 2) access management achieving effective separation of express and through traffic from local traffic accessing neighborhood destinations, and 3) significant modifications to provide safe pedestrian crossings and transit access. Goals for this study include reducing travel times for both automobile and transit vehicles, and improving safety by reducing injuries and fatalities for users of all modes of transportation (pedestrians, cyclists, transit riders, and motorists).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	SEPTA	16												
STUDY	TIGER	2,500												
STUDY	e581	1,500												
STUDY	1514	484												
STUDY	LOC	500												
		5,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,000		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 104176 *Philadelphia Fiber Optic Network Expansion (ARLE 5)*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:nrs

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. Project will expand and upgrade a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			500		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104177 Philadelphia Intersection Upgrades (ARLE 5)

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:A2

PLANNING AREA: Core City IPD:

PROJECT MANAGER: MS/V. Temino CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. It will entail the design and construction of intersection modifications for approximately two to three locations citywide, depending on the complexity of the selected intersections, in order to significantly diminish severe and fatal pedestrian crashes.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	1,000													
		1,000	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 104178 Philadelphia Modern Roundabouts (ARLE 5)

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:R1

PLANNING AREA: Core City IPD:

PROJECT MANAGER: MS/V. Temino CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. It will entail the design and construction of a modern roundabout for approximately two to three locations citywide, depending on the complexity of the selected intersections.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	1,000													
		1,000	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104179 Philadelphia Traffic Calming (ARLE 5)

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:NRS

PLANNING AREA: Core City IPD:

PROJECT MANAGER: MS/V. Temino CMP: Not SOV Capacity Adding

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. A toolbox of traffic calming measures will be employed together with clear warrants for their use for 10 to 15 locations citywide.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026				
CON	244	1,000															
		1,000	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2015-2018		1,000		Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 104243 I-95 Central and South Philadelphia Project Development

New

LIMITS Spring Garden to Broad No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: AQ Code:X1

PLANNING AREA: Core City IPD:

PROJECT MANAGER: EE/E. Elbich CMP:

This project will examine general concepts and processes necessary to accomplish the long term task of design, management, scheduling, permitting, estimating and reconstructing the segment of I-95 between Spring Garden and Broad Streets in the City of Philadelphia. Matters of funding and revenue policy will not be considered as part of this effort. The work will make projections on an estimated range of years for the remaining service life of the highway, and on how the repair and reconstruction may be managed over that time on a programmatic scale to maintain the good working order of the Philadelphia metropolitan region. Current and previous work on I-95 will be incorporated into an examination of engineering and regulatory issues that will be encountered as the future reconstruction is planned. Of particular interest will be the long-standing public and official commentary, planning efforts, and recommendations directed to the impacts of the original and modified interstate construction on its location and surrounding population. The historical narrative describing these impacts indicates that the Delaware River waterfront as a resource available to those portions of the City that would be adjacent has been diminished by the continued presence of I-95. In order to address the regulatory requirements of the future environmental clearance for the I- 95 highway reconstruction within these limits, mitigation of those impacts as recommended and documented over time will be examined relative to the necessary engineering that must be developed for them to be considered constructible and viable solutions.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026				
STUDY	NHPP	2,000															
STUDY	LOC	2,000															
		4,000	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2015-2018		4,000		Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104284 *Frankford Creek Greenway Section 1*

New

LIMITS Aramingo Drive to Delaware Avenue

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The project will fund the construction for the greenway from Aramingo Dr. to Delaware Ave, linking two integral disconnected trail facilities and the surrounding on-road bicycle network. Significant amount of unused right-of-way on Wheatsheaf Lane and Lewis Street provides opportunity to convert area into multi-use greenway sidepath without changing lane widths and maintaining the functionality of roadway. Gateways at either end of greenway will provide trail users with information and directional signage which will direct greenway users to the East Coast Greenway (Port Richmond Trail) and Adams Avenue Connector. The route will be 100% within City right of way along Wheatsheaf Lane, Richmond Street and Lewis Street, connecting Adams Ave Connector to East Coast Greenway.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project additionally received \$1,250,000 DVRPC/Large Urbanized Area regional (TAU) funds.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
CON	TAP			1,000																
		0	0	1,000	0	0	0	0	0	0	0	0	0							
Total FY2015-2018		1,000			Total FY2019-2022				0				Total FY2023-2026				0			

MPMS# 104367 *Robbins Ave ISIP*

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B, 5G

This project will install pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at 4 intersections. The corridor will be interconnected with fiber optic cable.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
PE	sHSIP	175																		
CON	HSIP			819																
CON	sHSIP			325																
		175	0	1,144	0	0	0	0	0	0	0	0	0							
Total FY2015-2018		1,319			Total FY2019-2022				0				Total FY2023-2026				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104368 *Cottman Ave ISIP*

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B, 5G

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers at 16 intersections and additional second overhead signals for motor vehicles on Cottman Ave at 8 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	280												
CON	HSIP			455										
CON	sHSIP			520										
		280	0	975	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,255	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104381 *Levick Street ISIP*

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B, 5G

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Levick Street at 7 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	344												
CON	HSIP			135										
CON	sHSIP			639										
		344	0	774	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,118	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104383 Kelly Drive Novachip

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

This project will install the Novachip application to address the wet pavement crashes on a corridor. The resurfacing involves applying Novachip to the pavement, which is a thin application of liquid asphalt emulsion and a single layer of stone, coated with asphalt. The purpose of this Novachip application is to seal the pavement from water and extend the life of the pavement. The life cycle of very high friction values for a Novachip application has shown to be approximately ten years which is in line with replacement of any asphalt pavement surface.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	sHSIP	740												
CON	sHSIP		1,419											
		740	1,419	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,159	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104385 Ridge Ave ISIP

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This project will install pedestrian countdown signal heads at 12 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers at 11 intersections with mast arms and two overhead signals per approach for motor vehicles Ridge Ave. at 11 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	420												
CON	sHSIP		780											
		420	780	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,200	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104386 Cobbs Creek HFS

New

LIMITS

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A, 10A

This project installs High Friction Surfaces, dotted extension pavement markings, pedestrian countdown timers at intersections. The roadway was last paved in 2010.. The Center Line Rumble Strips are being proposed to address opposing direction sideswipes

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	80												
CON	HSIP		841											
CON	582		500											
CON	sHSIP		720											
		80	2,061	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,141	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105092 Citywide Resurfacing 104

New

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleish

CMP:

The primary purpose of this project is to restore roadway surfaces to fully functional and optimal conditions; provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- 5th St. - Lehigh Ave. to Luzerne St.; G001, Minor Arterial
- 40th St. - Baltimore Ave. to Girard Ave.; G080, Urban Collector
- Bainbridge St. - Broad St. to Grays Ferry Ave.; G022, Urban Collector
- Enterprise Ave. - Island Ave. To I-95; G178, Minor Arterial
- Green Ln - Main St. to Ridge Ave.; G558, Minor Arterial
- Island Ave. - Penrose Ave. to Enterprise Ave.; G178, Minor Arterial
- Krewstown Rd. - Grant Ave. to Rising Sun Ave.; G497, Minor Arterial
- Leverington Ave. - Main St. to Ridge Ave.; G114, Minor Arterial
- Morrell Ave. - Academy Rd. to Frankford Ave.; G701, Urban Collector
- South St. - Broad St. to Front St.; G018, Minor Arterial/Principal Arterial

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	STP	73													
PE	LOC	18													
PE	STP		327												
PE	LOC		82												
FD	STP		280												
FD	LOC		70												
CON	STP		193												
CON	LOC		48												
CON	STU			1,607											
CON	STP			9,400											
CON	LOC			402											
CON	LOC			2,350											
		91	1,000	13,759	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			14,850	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105138 *Yorktown Complete Streets*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for bus shelters, bike lanes, shorten crossing distances for pedestrians, and storm-water runoff management.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	LOC		187													
CON	411		512													
CON	LOC		574													
		0	1,273	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		1,273			Total FY2019-2022				0				Total FY2023-2026		0	

MPMS# 105139 *Kensington Ave LED Lights*

New

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S18

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for bright street lighting for a section of Kensington Avenue, under a poorly lit transit line that traverses a number of distressed and emerging neighborhoods, hindering safety and security.

TIP Program Years (\$ 000)																
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	411	1,000														
CON	LOC	3,000														
		4,000	0	0	0	0	0	0	0	0	0	0	0			
Total FY2015-2018		4,000			Total FY2019-2022				0				Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105140 *Convention Center Lighting*

New

LIMITS 40-block grid around Pennsylvania Convention Center.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S18

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for completion of consistent and contiguous lighting improvements for a 40-block grid of streets directly surrounding the Pennsylvania Convention Center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	411	1,537												
CON	LOC	3,291												
		4,828	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,828	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 105141 *Bartram's Mile Trail*

New

LIMITS W. bank of the Schuylkill River b/t Grays Ferry Ave to 56th St.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for an extension of the Schuylkill River Trail, a multi-use commuter and recreational trail, which will be constructed in Philadelphia along the west bank of the Schuylkill River from just south of Grays Ferry Avenue to the vicinity of 56th Street.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	411	1,700												
CON	LOC	4,250												
		5,950	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,950	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105142 *Spring Garden Connector pedestrian Improvements*

New

LIMITS Spring Garden St b/t Columbus Blvd/N. Delaware Ave and 2nd St

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

Funding is provided for implementation of pedestrian and bike facility improvements on Spring Garden Street between Columbus Boulevard/North Delaware Avenue and 2nd Street in order to enhance mass transit access and to leverage transit-oriented development.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	411		200										
CON	LOC		1,000										
		0	1,200	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,200		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 105290 *Ben Franklin Bridge Operational Improvements*

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

This project will improve traffic operations on the eastbound approach to the Benjamin Franklin Bridge by realigning the Fifth Street approach and installing new traffic signal equipment, signage, and intelligent transportation systems (ITS).

Currently eastbound vehicles approach the Bridge from I-676 (Vine Street Expressway), Sixth Street, Race Street, and Fifth Street. Drivers must execute a series of turn and merge maneuvers within a short distance. The existing geometry and lane configuration on these approaches reduces operating speeds and creates vehicular conflicts. The proposed improvements would provide motorists positive guidance for merging, advanced warning of lane drops and advanced guidance for lane selection.

Related to MPMS #72597

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TOLL												
FD	STU	400											
CON	TOLL												
CON	STU				3,350								
		400	0	0	3,350	0	0	0	0	0	0	0	0
		Total FY2015-2018		3,750		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

New

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped - with the exception of Germantown Avenue, which is surfaced with historically-designated granite block pavers. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Ogontz Avenue, Cheltenham Avenue to Belfield Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU			480									
PE	LOC			120									
FD	STU			330									
FD	LOC			82									
FD	STP				30								
FD	LOC				8								
CON	STP				1,970								
CON	LOC				492								
CON	STU					8,697							
CON	STP					533							
CON	LOC					2,308							
CON	LOC					133							
		0	0	1,012	2,500	0	11,671	0	0	0	0	0	0
		Total FY2015-2018			3,512	Total FY2019-2022		11,671	Total FY2023-2026			0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 Penn's Landing Project Development (Study)

New

LIMITS I-676 interchange south to Washington Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

This project is a detailed study, analysis and project development for the ultimate construction of improvements for the Penn's Landing Area over I-95 from approximately I-676 interchange south to Washington Avenue. All of the submissions that are necessary for preliminary engineering will be completed up to environmental clearance. The study will determine the preferred alternatives for the major recommendations of the Master Plan for the Central Delaware which include:

A bridge widening over I-95 and Columbus Boulevard between Chestnut and Walnut Streets.

A riverfront trail from Washington Avenue to Spring Garden Street.

Extension of the South Street Pedestrian Bridge across Columbus Boulevard to Penn's Landing Marina.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	S581		8,000											
STUDY	LOC		2,000											
		0	10,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			10,000		Total FY2019-2022				0		Total FY2023-2026	

MPMS# 107150 East Callowhill Safety & Traffic Calming Measures

No Let Date

LIMITS East Callowhill

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X5

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

Develop a plan for low cost safety and traffic calming measures to tame speeds in the East Callowhill Area. Provide actionable recommendations to improve the safety and accessibility of the East Callowhill area that reflect the needs and wants of residents and businesses. Specific focus will be on improving safety for all road users through a complete street design approach, as well as improving accessibility through strengthening connections to surrounding neighborhoods.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL													
STUDY	STU		150											
		0	150	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			150		Total FY2019-2022				0		Total FY2023-2026	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107181 *Chelten-Greene Plaza Reconstruction (TAP)*

New

LIMITS Chelten-Greene Plaza

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:**

The City will implement a more cohesive design of the Chelten-Greene Plaza, as the plaza needs to be replaced. A stakeholder group of businesses, residents, and community leaders agreed upon the following guiding principles:

- 1) Create a gateway into Vernon Park and the Chelten Avenue business district;
- 2) Create a plaza space that feels larger, safer, and more open;
- 3) Provide adequate bus shelter space;
- 4) Connect the plaza to Vernon Park, both physically and visually; and
- 5) provide a safe route to school for approximately 450 students who attend the Imani Education Circle.

Charter School, a K-8th grade school located across the street from the site at 5612 Greene Street.

The existing plaza was constructed approximately 30 years ago. Currently, the plaza is in poor physical condition. Specific challenges include: a sunken portion that tends to collect litter and is generally unoccupied because it is perceived as dirty and unsafe; a lack of ADA-compliant curb ramps between the Plaza and adjacent blocks; and a lack of connection to Vernon Park, despite being directly adjacent.

The project was awarded \$370,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

MPMS# 107182 *City of Philadelphia SRTS (Non-infrastructure) (TAP)*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:**

This project will fund a comprehensive SRTS program that will plan, implement, and evaluate activities to encourage walking and biking to school: bicycle and pedestrian safety student lessons, encouragement activities, traffic education to families and neighbors, enforcement near key schools, funding SRTS manager, and outreach.

Project was awarded \$450,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107183 **Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)** **New**

LIMITS Stephen Girard Elementary School and Southwark School No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLANNING AREA: Core City IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:**

A critical pedestrian and bicycle safety infrastructure around two of our highest crash schools will be installed. This will complement current child pedestrian and bicycle safety education efforts. Two schools have been selected for pedestrian and bicycle safety infrastructure improvements, including Stephen Girard Elementary School and Southwark School. Both schools are located in South Philadelphia in dense urban neighborhoods.

Project was awarded \$950,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

MPMS# 107197 **Manayunk Bridge Trail Site Amenities (TAP)** **New**

LIMITS Philadelphia to Montgomery County No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLANNING AREA: Core City IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:**

This project will add site amenities to the Manayunk Bridge Trail which connects Philadelphia and Montgomery Counties: lighting, benches, planters and signage will provide for greater usage and safety. The Manayunk Bridge Trail connects Philadelphia to Lower Merion Township in Montgomery County over the Schuylkill River connecting the Schuylkill River Trail/Manayunk Canal Towpath/Main Street in Manayunk to Cynwyd Heritage Trail in Bala Cynwyd.

Project was awarded \$600,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107198 **Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)**

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

The project will convert over 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way.

Project was awarded \$300,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

Regional TAP funds will fund the following potential candidate locations:

The Spruce/Pine Streets Pair Protected Bicycle Lanes will add a vertical element to these bicycle lanes in Center City Philadelphia, which were the City's first pavement striped buffered bicycle lanes in 2009. These are a major east-west pair from 22nd Street to Front Street and connect to several bicycle routes and trails to the west, south, and north.

The South/Lombard Streets Protected Bicycle Lanes will add a vertical element to the pavement buffered lanes on the South Street Bridge, on South Street from 27th to 22nd, on 27th from Lombard Street to South Street, and on Lombard from 22nd to 27th. This is a major connection route east-west between University City and Center City, will significantly increase the safety of these bicycle lanes and encourage new users. This route is part of the highest Indego Bikeshare routes, as released by Indego tracking in fall 2015.

The 13th/10th Street Pair Protected Bicycle Lanes will add a vertical element to this north-south pair from Spring Garden Street to South Street through Center City Philadelphia. Portions of these streets are currently pavement striped buffered bike lanes and this is the only pavement buffered pair in Center City. Adding a vertical element on this highly visible route through Center City will encourage potential cyclists.

The Walnut Street Protected Bicycle Lane is an existing paved striped buffered bike lane that serves as the major west-bound cycling route from 22nd Street to 63rd Street in West Philadelphia. This is a major commuting route for employees and students in University City and a vertical element will increase safety along this route. There is often high speed vehicular traffic and significant turns and parking maneuvers. The presence of flexible delineator posts, even though spaced wider for parking and turning lanes, will calm vehicular traffic and increase roadway safety for all modes.

The Civic Center Boulevard Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane from Health Science Boulevard to Convention Boulevard adjacent to the Hospital of the University of Pennsylvania and the Children's Hospital of Philadelphia and was installed in summer of 2015. It currently functions as a contraflow lane but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.

The 30th Street Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane on 30th Street between Market and Chestnut Streets adjacent to the IRS Building. It currently functions as an unprotected contraflow lane, but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.

The Torresdale/Frankford Avenues Two Way Protected Bicycle Lanes will connect the two gaps between segments of the Pennypack Creek Trail, which is currently on-road in these sections and on opposite sides of the Avenue. The roadway orientation of the trail at these crossings is an unsafe connection for trail users. The project requires taking 750' of sparsely used parking lane along Torresdale Avenue and approximately 200' of parking along Frankford Avenue.

Passyunk Avenue/Oregon Avenue Protected Bicycle Lanes on the Passyunk Avenue Bridge and at the Vare Avenue/Oregon Avenue approach in South Philadelphia.

Columbus Boulevard Protected Bicycle Lanes along Columbus Boulevard from Spring Garden to Race Street and Washington Avenue to Packer Avenue.

Parkside Avenue Protected Bicycle Lanes from 53rd Street to Wynnefield Avenue.

N 33rd Street Protected Bicycle Lanes from Girard Avenue to Oxford Avenue.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU												

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018	0				Total FY2019-2022	0				Total FY2023-2026	0

Total For Philadelphia	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$190,283	\$201,147	\$128,168	\$101,072	\$620,670	\$218,291	\$33,872

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47394 I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095

LIMITS: Levick St. to Bleigh Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.4 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 memoranda on supplemental CMP strategies for details related to this project. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP-I	1,800												
UTL	581-IM	200												
		2,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,000		Total FY2019-2022			0		Total FY2023-2026		0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 **Bridge Street Design (Section BSR)(IMP) SR:0095**

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section. The overall section improvements of BSR consist of eliminating the lane drop at the James St. Ramp in the southbound direction and eliminating the add lane at the Bridge St. acceleration ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections. See MPMS #87784 for the local street construction work for this section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, and 87784.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP-I		7,830												
FD	581-IM*		870												
FD	NHPP-I			5,400											
FD	581-IM			600											
ROW	NHPP-I	4,515													
ROW	581-IM	502													
ROW	NHPP-I		4,515												
ROW	581-IM		502												
		5,017	13,717	6,000	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			24,734	Total FY2019-2022				0	Total FY2023-2026				0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

LIMITS: Wheatshaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatshaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP-I	2,400											
FD	581-IM	600											
FD	NHPP-I		3,200										
FD	581-IM		800										
ROW	NHPP-I	5,635											
ROW	581-IM	626											
		9,261	4,000	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		13,261		Total FY2019-2022				0			
						Total FY2023-2026				0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 **I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095**

LIMITS: Ann St. to Wearsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95. The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. Also included is complete reconstruction and widening of the existing pavement, reconstruction or redecking of all existing bridges, elimination of a multi-span two-lane ramp viaduct over Castor Avenue, and widening of Westmoreland Street to five lanes between Bath Road and Thompson Street. The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581-IM			500									
PE	581-IM				3,000								
PE	581-IM						3,563						
FD	581-IM					4,000							
FD	581-IM						10,000						
FD	581-IM							10,000					
FD	581-IM								10,000				
FD	581-IM									22,341			
ROW	581-IM					2,637							
ROW	581-IM						2,000						
UTL	581-IM					2,914							
UTL	581-IM						1,000						

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

	0	0	500	3,000	9,551	16,563	10,000	10,000	22,341	0	0	0
Total FY2015-2018			3,500		Total FY2019-2022		46,114		Total FY2023-2026		22,341	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 **I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)**

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent). This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581-IM	1,125											
CON	NHPP-I		6,300										
CON	581-IM		2,191										
CON	NHPP-I			6,300									
CON	581-IM			700									
		1,125	8,491	7,000	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		16,616		Total FY2019-2022				0			
						Total FY2023-2026				0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 **I-95 Northbound: Columbia-Ann St N (GR3)**

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12→-0→ lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10→-0→) will be replaced with full width shoulders (varies up to 12→-0→). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I	61,339													
CON	NHPP-I		33,661												
CON	NHPP-I			30,000											
CON	NHPP-I				22,130										
		61,339	33,661	30,000	22,130	0	0	0	0	0	0	0	0		
		Total FY2015-2018			147,130	Total FY2019-2022				0	Total FY2023-2026				0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 **I-95 Southbound: Columbia-Ann St N (GR4)**

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12→0→ lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10→0→) will be replaced with full width shoulders (varies up to 12→0→). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	NHPP-I		4,297												
UTL	581-IM		477												
UTL	NHPP-I			4,297											
UTL	581-IM			477											
CON	NHPP-I				10,000										
CON	NHPP-I					45,000									
CON	NHPP-I						45,000								
CON	NHPP-I							45,000							
CON	NHPP-I								45,000						
CON	NHPP-I									180,067					
		0	4,774	4,774	10,000	45,000	45,000	45,000	45,000	180,067	0	0	0		
		Total FY2015-2018				19,548	Total FY2019-2022				180,000	Total FY2023-2026			180,067

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95: Race - Shackamaxon (GR5)

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connections with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. This project will be split into two different sections (GR5 and GR6 - northbound and southbound) for letting purposes on the future (see MPMS #102304). Overall cost of the Race to Shackamaxon section is approximately \$300 million for both northbound and southbound directions.

Construction programming extends beyond the 12-year period. \$137,000,000 total is cash-flowed from FY2027 to FY2030 and is part of the construction cost.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	NHPP-I		3,960											
ROW	581-IM*		440											
ROW	NHPP-I			3,960										
ROW	581-IM*			440										
UTL	NHPP-I					5,217								
UTL	581-IM					580								
UTL	NHPP-I						5,217							
UTL	581-IM						580							
CON	NHPP-I							10,410						
CON	NHPP-I								48,000					
CON	NHPP-I									192,000				
CON	NHPP-I													
CON	NHPP-I													
CON	NHPP-I													
CON	NHPP-I													
		0	4,400	4,400	0	5,797	5,797	10,410	48,000	192,000	0	0	0	
		Total FY2015-2018			8,800	Total FY2019-2022				70,004	Total FY2023-2026			192,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812). The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed to the existing ramp system. In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NH	54,441											
CON	NHPP	1,201											
CON	SPK-NH		54,635										
CON	SPK-NH			30,000									
CON	SPK-NH				30,000								
		55,642	54,635	30,000	30,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		170,277		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 *I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)*

LIMITS: Wheatshaeaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacement, removal and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A&C, as well as associated track, signal and communication work required. In addition to the work associated with the Conrail bridges, this contract includes the replacements of both Ramp A and Ramp B structures including approach roadway work. Additional highway work includes the reconstruction of Aramingo Avenue from the Conrail Bridge south of Frankford Creek to Duncan Street including the bridge replacement over Frankford Creek. Also included is the construction of the Adams Avenue and associated ramps to connect the I-95 and Betsy Ross ramps to both Aramingo and Adams Avenue. Transmission tower, signal and communication relocations are anticipated for the replacement of the Conrail Bridge over I-95. Other utility relocations including the PWD, PECO, and PGW are required within Aramingo Avenue. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I					10,000									
CON	NHPP-I						40,000								
CON	NHPP-I							40,000							
CON	NHPP-I								40,000						
CON	NHPP-I									171,411					
		0	0	0	0	10,000	40,000	40,000	40,000	171,411	0	0	0		
		Total FY2015-2018				0	Total FY2019-2022				130,000	Total FY2023-2026			171,411

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline (BR3)**

LIMITS: Wheatshaeaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). Project includes the mainline construction (NB and SB) from Wheatshaeaf Lane to SR 0095 north of Margaret St. This contract will remove the collector/distributor ramps which connect the local street systems to I-95 and the Betsy Ross Bridge. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek and construction of an I-95 Viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 353,000 SF of SD bridge deck. A relief Ramp YY will also be constructed from I-95 NB to the local street system (Orthodox Street). PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

Construction extends beyond the 12-year period. \$130,000,000 total is cash-flowed from FY2027 to FY2030 for construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I						15,037						
CON	NHPP-I							42,000					
CON	NHPP-I								42,000				
CON	NHPP-I									168,000			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	0	0	0	0	15,037	42,000	42,000	168,000	0	0	0
	Total FY2015-2018	0				Total FY2019-2022				Total FY2023-2026			
		0				99,037				168,000			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 **I-95: Kennedy to Levick (Section BS1) (IMP)**

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811). The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street via a new Carver Street underpass;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street, Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of Carver Street; and
- Install a new traffic signal at the intersection of Tacony Street and Carver Street

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, and 87784.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP-I		29,352											
CON	NHPP-I			29,352										
CON	NHPP-I				29,352									
		0	29,352	29,352	29,352	0	0	0	0	0	0	0	0	
		Total FY2015-2018			88,056	Total FY2019-2022				0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 I-95: Margaret to Kennedy (Section BS2) (IMP)

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811). This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. This includes the replacement of the viaduct that carries I-95 over Tacony Street and Bridge Street; (2) reconstruct the Bridge Street northbound on-ramp and replace the ramp bridge over Tacony Street and Bridge Street; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; and (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, and 87784.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I			39,611									
CON	NHPP-I				39,611								
CON	NHPP-I					39,611							
CON	NHPP-I						39,611						
		0	0	39,611	39,611	39,611	39,611	0	0	0	0	0	0
		Total FY2015-2018		79,222		Total FY2019-2022		79,222		Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79911 **I-95: Allegheny Ave Interchange Advance Contract (AFI)**

LIMITS: Allegheny Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813). Project includes the local road improvements in support of I-95 AF2 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the addition of auxiliary lanes at Aramingo and Ontario, and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor/Bath, Castor Avenue/I-95 ramp. The project may also include the construction of Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581-IM					8,115							
UTL	581-IM					8,115							
CON	NHPP-I									56,444			
		0	0	0	0	16,230	0	0	0	56,444	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			16,230	Total FY2023-2026			56,444

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2017M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813). Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours. This project includes work on the following bridge structures: I-95 NB and SB over Venango Street - Replace superstructure; I-95 NB and SB over Castor Avenue - Widening and replace superstructure; I-95 NB and SB over Richmond Street - Widening & redeck; I-95 NB and SB over Wheatsheaf Lane - Total replacement; Betsy Ross Ramp A Viaduct (NB) - Removal.

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912. Construction for this section extends beyond the 12-year period. \$160,000,000 total is cash-flowed from FY2027 to FY2030, and \$37,000,000 total is cash-flowed from FY2031 to FY2034 for construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #'s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581-IM						7,165						
UTL	581-IM						3,583						
CON	NHPP-I									120,164			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	0	0	0	0	10,748	0	0	120,164	0	0	0
Total FY2015-2018		0			Total FY2019-2022		10,748		Total FY2023-2026		120,164		

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640 **I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)**

LIMITS: Shackamaxon Street to Columbia Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 2

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP-I	4,500												
CON	581-IM	250												
CON	185-IM	250												
		5,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,000	Total FY2019-2022				0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 84973 *I-95 Bridge Repair Part 2*

Return

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16; 17

AQ Code:S19

PLANNING AREA Core City

IPD:

PROJECT MANAGER:

CMP:

This project provides for the advance action repair needed for close to 100 structures on I-95 and its ramps between the Delaware State line to the South and the Delaware River to the North. These improvements will extend the life of the I-95 structures for 10-20 years until the major reconstruction projects are able to advance. The work has been broken out to 2 contracts for construction management purposes: Section MB 1 (MPMS #82619) covers 40 structures; Section MB 2 (MPMS #84528) covers 54 structures. Work includes bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of the repair of structures.

This project is a companion with MPMS# 84528, which is the design phase for I-95/MB2.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		600												
CON	581		150												
		0	750	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			750		Total FY2019-2022			0		Total FY2023-2026			0

MPMS# 86046 *I-95 Girard Point Bridge Rehabilitation and Preservation*

No Let Date

LIMITS: City of Philadelphia

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLANNING AREA Core City

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). The Girard Point Bridge carries I-95, a major artery linking the City of Philadelphia to Philadelphia International Airport, the southern suburbs, and other Mid-Atlantic States, over the Schuylkill River. The purpose of the project is to provide continued safe passage over the Schuylkill River for vehicles traveling on I-95 by repairing existing deficiencies and preventing future problems with maintenance work. Maintenance repair activities to include: painting structural steel, modifications to steel to prevent problems, floor beam modifications, bearing modifications, expansion joint modifications, and deck overlay. Coordination with the railroad companies will be necessary for overhead activities. The limits of work are focused on the 3 spans over the river and adjacent truss spans that can be incorporated in the construction budget and Maintenance of Traffic.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridors Initiative. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I														
		0	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			0		Total FY2019-2022			0		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 86070 I-95 Bridge Repairs #3

Return

LIMITS: Delaware State Line to New Jersey State Line

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Bridge Repair/Replacement

FC: 11; 14; 17

AQ Code:S19

PLANNING AREA

IPD:

PROJECT MANAGER: HNTB/NV

CMP:

Funds in this project are for project closeout and Accrued Unbilled Costs (AUC).

Project consists of bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of repair of structures on I-95 and its ramps between the Delaware State line to the south and the Delaware River to the north.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP		200										
		0	200	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		200		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 *I-95 Congestion Management*

LIMITS: I-95 in Bucks, Delaware, and Philadelphia counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	NHPP-I	18,300												
PRA	NHPP-I		5,100											
		18,300	5,100	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			23,400	Total FY2019-2022				0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 102304 *I-95 Race - Shackamaxon 2 (GR6)*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This section serves as a placeholder for splitting GR5 (MPMS #79828) into 2 projects in the future. Further, funds currently shown in Later Fiscal Years will provide for congestion management improvements for the I-95 corridor construction operations of the sections active in design, including sections AFC, BRI, BSR, CPR, and GIR. The improvements emphasize mainline and ramp lane pavement markings, signals, signing and shoulder pavement rehabilitation to improve existing capacity beyond the limits of the active construction zones.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP-I						5,970									
CON	NHPP-I							5,970								
		0	0	0	0	0	5,970	5,970	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				11,940	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 102309 I-95 Corridor Drainage

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). I-95 Corridor Drainage in the City of Philadelphia will provide for drainage improvements for Section GIR.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581-IM			5,464									
		0	0	5,464	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		5,464		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103554 I-95 Corridor ITS/ATMS (GR7)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and provides for I-95 Corridor ITS/ATMS through the City of Philadelphia. Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I		17,016												
		0	17,016	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			17,016	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103562 I-95 B.Ross Rmps/Adms Ave Cnn (BS4)

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2025M

PLANNING AREA Core City IPD:

PROJECT MANAGER: AECOM/P. Shultes CMP:

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge in the City of Philadelphia. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from W heatsheaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street. This project includes upgraded/new traffic signals at the following intersections: Aramingo Avenue and W heatsheaf Lane, Aramingo Avenue and Adams Avenue Connector, Aramingo Avenue and Ramp F, Aramingo Avenue and Church Street, Church Street and Tacony Street.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP-I		900											
UTL	581-IM		100											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018		1,000			Total FY2019-2022				0		Total FY2023-2026			0

MPMS# 105796 Philadelphia Pump Station Upgrades New

LIMITS: South Philadelphia No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation FC: AQ Code:S18

PLANNING AREA Core City IPD:

PROJECT MANAGER: TSS/S. Fellin CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations: 1) I-676 at the intersection of 10th and Winter Streets, 2) I-676 at 22nd Street, 3) I-95 at Dock Street, and 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard. The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	NHPP		450											
PE	581		50											
		0	500	0	0	0	0	0	0	0	0	0	0	
Total FY2015-2018		500			Total FY2019-2022				0		Total FY2023-2026			0

Total For Philadelphia	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$157,684	\$177,596	\$157,101	\$134,093	\$626,474	\$643,295	\$910,427

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17876 *Road/Resurfacing/Rehabilitation*

Return

LIMITS Region-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.

TOLL CREDIT

This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	581					4,632									
CON	STP						2,881								
CON	581						5,320								
CON	STP							12,000							
CON	STU							7,841							
CON	581							9,319							
CON	STU									13,278					
CON	581									3,680					
		0	0	0	0	0	4,632	8,201	29,160	16,958	0	0	0		
Total FY2015-2018		0				Total FY2019-2022				41,993	Total FY2023-2026				16,958

MPMS# 17891 *RideECO Mass Marketing Efforts SR:0000*

No Let Date

LIMITS Region-wide

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase RideECO sales.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	CAQ	160													
PRA	LOC	40													
PRA	CAQ		200												
PRA	LOC		50												
		200	250	0	0	0	0	0	0	0	0	0	0		
Total FY2015-2018		450				Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17900 *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly:\$200,800 CAQ/\$50,200 Cash Match for DVRPC UPWP; \$51,760 CAQ to each of the 5 regional TMA's; \$120,000 CAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	CAQ	644													
PRA	581	50													
PRA	LOC	109													
PRA	CAQ		644												
PRA	581		50												
PRA	LOC		109												
PRA	CAQ			644											
PRA	581			50											
PRA	LOC			109											
PRA	CAQ				644										
PRA	581				50										
PRA	LOC				109										
		803	803	803	803	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,212	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48199 *Transportation Management Associations (TMA) SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	922											
PRA	LOC	230											
PRA	CAQ		746										
PRA	LOC		188										
PRA	CAQ			922									
PRA	LOC			230									
PRA	CAQ				922								
PRA	LOC				230								
		1,152	934	1,152	1,152	0	0	0	0	0	0	0	0
		Total FY2015-2018		4,390		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- MPMS #96221 - Multi-modal Access to New Britain Train Station - \$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
- MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
- MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
- MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
- MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
- MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

\$20,000,000 CMAQ in FY18 is allocated for the next round of Competitive CMAQ Program. \$1,802,000 CMAQ is set aside in FY18 for the projects listed above that need to be obligated.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	809											
CON	CAQ				14,772								
CON	CAQ					3,000							
CON	CAQ						2,981						
		809	0	0	14,772	3,000	2,981	0	0	0	0	0	0
		Total FY2015-2018			15,581	Total FY2019-2022			5,981	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL	350												
PE	STU		350											
PE	TOLL													
PE	STU													
		350	350	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			700	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 48203 *Aerial Photography*

Return

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: DVRPC **CMP: Not SOV Capacity Adding**

FY10 UPWP Project

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	TOLL		428											
STUDY	STP	0	428	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			428	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

- MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$3,826,000 for Construction
- MPMS #85949 – SR 896 Safety Improvements – Chester County - \$1,273,000 for Final Design
- MPMS #85417 - Allegheny Avenue Safety Improvements –Philadelphia - \$955,000 for Final Design
- MPMS #85419 - Erie Ave: Broad St. – K St. – Philadelphia - \$4,500,000 for Construction
- MPMS #80042 - PA 100 Corridor Safety Improvements - \$477,000 for FinalDesign/\$151,000 for ROW
- MPMS #85415 - Olney Ave Safety Improvements - \$5,266,000 for Construction

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$3,501,000 CON

Chester County:

MPMS #80042 - PA 100 Corridor Safety Improvements – \$6,500,000 CON

MPMS #85949 – SR 896 Safety Improvements – \$1,000,000 ROW/ \$250,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #48168 - Baltimore Pike Signals – Project was let for construction on 4/17/2014.

Philadelphia:

MPMS #85417 - Allegheny Avenue Safety Improvements – \$200,000 UTL/ \$100,000 ROW/ \$7,000,000 CON

MPMS #85415 - Olney Avenue Safety Improvements –Project was let for construction on 5/21/2015

MPMS #85419 - Erie Ave: Broad St. – K St. –Project was let for construction on 7/16/2015

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD/ \$100,000 UTL/ \$100,000 ROW/ \$5,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$300,000 FD/ \$250,000 UTL/ \$500,000 ROW/ \$3,000,000 CON

MPMS #102506 – W. Phila. Intersection Upgrades - Project was let for construction on 8/14/2014

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	HSIP		14										
CON	HSIP			1,949									
CON	HSIP				11,858								
CON	HSIP					11,858							
CON	HSIP						11,858						
CON	HSIP							11,858					
CON	HSIP								11,858				
CON	HSIP									11,858			
CON	HSIP										11,858		
CON	HSIP											11,858	
CON	HSIP												11,858

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

0	14	1,949	11,858	11,858	11,858	11,858	11,858	11,858	11,858	11,858	11,858
Total FY2015-2018		13,821		Total FY2019-2022		47,432		Total FY2023-2026		47,432	

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU		1,200										
PE	LOC		300										
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,500		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives Program (TAP) Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the FAST Act's Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Program (TAP) in the DVRPC region. The TAP Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law sets up a direct allocation of TAP funds to urbanized areas with populations greater than 200,000, and all TAP funds must be awarded through a competitive process whether the funds be the regional MPO funds or from the statewide allocation. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects.

The FAST Act apportions \$3,857,000 TAP funds in FY17, and \$3,932,000 TAP funds annually, after FY2017, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2016 Round) of two years' worth of MPO funding occurred in winter of 2016, with final projects awarded in March 2016. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

The following projects were approved through the TAP program in Spring 2016:

- Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
- Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
- Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
- Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
- Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
- Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
- Philadelphia – Chetlens-Greene Plaza reconstruction – MPMS #107181 - \$370,000
- Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000
- Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000
- Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000
- Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

The following projects were approved through the TAP program in Spring 2014:

- Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000
- Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859
- ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000
- ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000
- DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000
- DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000
- DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000
- MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000
- MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000
- Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000
- South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	1,682											
CON	TAU		346										
CON	TAU			3,932									
CON	TAU				3,932								
CON	CAQ				1,000								
CON	TAU					3,932							
CON	TAU						3,932						
CON	TAU							3,932					
CON	TAU								3,932				
CON	TAU									3,932			

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

CON	TAU									3,932			
CON	TAU										3,932		
CON	TAU											3,932	
		1,682	346	3,932	4,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932
Total FY2015-2018		10,892		Total FY2019-2022		15,728		Total FY2023-2026		15,728			

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
PE	FLEX												17,083
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083
Total FY2015-2018		68,332		Total FY2019-2022		68,332		Total FY2023-2026		68,332			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 *TAP Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STU	480												
PE	581	120												
PE	STU		520											
PE	581		130											
		600	650	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,250		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 66461 *CMAQ Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	CAQ	88												
PE	581	22												
PE	CAQ		88											
PE	581		22											
		110	110	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			220		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	560											
PRA	581	140											
PRA	CAQ		560										
PRA	581		140										
		700	700	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,400		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

MPMS# 75854 *District Program Management Services "A"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	1,591											
PE	581		1,639										
		1,591	1,639	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		3,230		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	581	1,591												
PRA	581		1,639											
		1,591	1,639	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,230		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 79927 *Highway Reserve Line Item-STP*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581	68												
CON	581		67											
CON	STP			15										
CON	STP					42								
CON	STP									703				
CON	STP										3,138			
CON	581										578			
CON	STP											4,849		
CON	581											5,022		
CON	STP												20,703	
CON	581												75,572	
		68	67	15	0	42	0	0	0	703	3,716	9,871	96,275	
		Total FY2015-2018			150		Total FY2019-2022			42		Total FY2023-2026		110,565

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	BOF	4,042											
CON	179	496											
CON	183	363											
CON	179		510										
CON	183		11										
CON	BOF			54									
CON	185			9,803									
CON	LOC			6									
CON	185				11								
CON	179				660								
CON	BOF					414							
CON	185					2,470							
CON	BOF						1,731						
CON	185						6,881						
CON	BOF							3					
CON	183							2,575					
CON	185							2,979					
CON	BOF									993			
CON	185									2,575			
CON	BOF										9,047		
CON	185										1,839		
CON	BOF											10,074	
CON	185											23,271	
CON	BOF												6,360
CON	185												11,447
		4,901	521	9,863	671	2,884	8,612	5,557	0	3,568	10,886	33,345	17,807
		Total FY2015-2018		15,956		Total FY2019-2022		17,053		Total FY2023-2026		65,606	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 *STU Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581	232											
CON	LOC	611											
CON	581		690										
CON	LOC		713										
CON	STU			340									
CON	LOC			411									
CON	STU					273							
CON	STU						4,864						
CON	STU										15,338		
CON	STU												39,178
		843	1,403	751	0	273	4,864	0	0	0	0	15,338	39,178
		Total FY2015-2018		2,997		Total FY2019-2022			5,137	Total FY2023-2026			54,516

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 80093 I-76, Regional Travel Information

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townships

Est Let Date: 6/16/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

FC: 11

AQ Code:S7

PLANNING AREA:

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 3B, 3C

This project will implement a Variable Speed Limit System and a Queue Detection System along I-76 from I-276 to US 1. The new Variable Speed Limit and Queue Detection systems will utilize existing fiber optic communications infrastructure and existing ITS equipment supplemented with additional equipment for these new systems. The purpose is to improve safety and traffic operations along the corridor. Over 2100 crashes were reported along this roadway section between 2009 and 2013 with 66% being rear-end crashes. Variable Speed Limits are used to maximize capacity with uniform travel speeds, provide safer travel speeds for conditions, and reduce rear-end collisions. Queue Detection is used to reduce sudden stopping, reduce bottlenecks from rear end crashes and promote more uniform driver behavior. These systems are anticipated to reduce total number of crashes, accelerate response to crashes, alert drivers to emerging incidents, and reduce delays along the corridor.

This project was funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	CAQ		550										
CON	SXF		1,042										
CON	CAQ		975										
CON	581		564										
		0	3,131	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		3,131		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82216 NHPP Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP	310											
CON	581	413											
CON	LOC	1,722											
CON	581		12										
CON	581			13									
CON	NHPP				550								
CON	581				254								
CON	NHPP					11,886							
CON	581					79							
CON	NHPP						21,979						
CON	NHPP							10,302					
CON	NHPP									790			
CON	NHPP												70,389
		2,445	12	13	804	11,965	21,979	10,302	0	0	790	0	70,389
		Total FY2015-2018			3,274	Total FY2019-2022			44,246	Total FY2023-2026			71,179

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 83743 ADA Ramps Line Item

New

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLANNING AREA:

IPD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581						4,190							
CON	STU							2,999						
CON	581							750						
CON	STU								7,001					
CON	581								1,750					
CON	STP									5,000				
CON	581									1,250				
		0	0	0	0	0	4,190	3,749	8,751	6,250	0	0	0	
		Total FY2015-2018				0	Total FY2019-2022			16,690	Total FY2023-2026			6,250

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84059 **Traffic Incident Management**

LIMITS Broad St Intchge to Delaware State Ln

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC: 11

AQ Code:S7

PLANNING AREA:

IPD:

PROJECT MANAGER: Goerge Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

The project will include design of ITS devices along I-95 from the Delaware state line to Broad Street and along the I-476 corridor from I-95 to the St. David's interchange. The ITS devices will enable PennDOT to monitor I-95 and I-476, facilitate more efficient incident response and transportation management, and provide valuable information to travelers to improve the safety and efficiency of their experience on the I-95 corridor. The devices and locations scoped for this project will fit into PennDOT's overall I-95 Interstate ITS Completion Plan. The devices will be connected into PennDOT's fiber optic communications system and ultimately managed from PennDOT's Regional Transportation Management Center, located in the District 6-0 offices in King of Prussia, PA. The project also enhances PennDOT's cooperation and collaboration with regional stakeholders located in the study area, such as Delaware County, and the City of Philadelphia Streets Department, Sports Complex and Airport.

I-95, Section ITC (DelawareState Line to Girard Point Bridge)

This section of expressway spans 16 miles and consists of primarily 3 through lanes traveling in each direction. 14 interchanges, including an interstate-to-interstate interchange at Exit 7 (I-95/I-476) as well as the exit for the Philadelphia International Airport (Exit 10) are located in this section. As of 2007, the average AADT through this section was approximately 146,000 vehicles. ITS devices currently deployed include 2 north-facing DMS located north of PA-420 and north of Exit 9 respectively and 3 CCTV cameras located at the I-95/I-476 Interchange, Island Avenue, and Enterprise Avenue. In order to provide complete ITS coverage through this section, the I-95 Interstate ITS Completion Plan anticipates that additional ITS devices will be required. Five (5) DMS are envisioned, as well as 17 CCTV, 31 vehicle detectors, 16 AVI E-ZPass tag readers, and communications upgrades.

I-476 (I-95 to St. David's Interchange)

The I-476 reconstruction has already been awarded to a contractor for construction. As part of the I-476 RES project, several ITS devices are designed for deployment to provide full coverage along the I-476 corridor. However, the design did not include DMS signs and tag readers between I-95 and St. David's interchange. This project will design DMS signs and tag readers between I-95 and St. David's interchange, which will provide complete coverage along the I-476 corridor. 8 DMS are envisioned, as well as 13 AVI E-ZPass tag readers and communications upgrades.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	360												
CON	TOLL													
CON	STU		665											
		360	665	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,025	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318 CAQ Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	206											
CON	CAQ		3,714										
CON	CAQ			65									
CON	CAQ				1,533								
CON	CAQ					27,427							
CON	CAQ						27,800						
CON	CAQ							25,837					
CON	CAQ								30,904				
CON	CAQ									30,904			
CON	CAQ										30,904		
CON	CAQ											30,904	
CON	CAQ												30,904
		206	3,714	65	1,533	27,427	27,800	25,837	30,904	30,904	30,904	30,904	30,904
		Total FY2015-2018			5,518	Total FY2019-2022			111,968	Total FY2023-2026			123,616

MPMS# 84457 Signal Retiming Program

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	350											
PRA	CAQ		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			700	Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 86077 *Update Travel Simulation - DVRPC*

LIMITS Region-wide No Let Date

IMPROVEMENT Other

MUNICIPALITIES: FC: AQ Code:X1

PLANNING AREA: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	TOLL													
PRA	STU	455												
		455	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			455	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 86285 *ITS Phase II in Bucks and Philadelphia*

LIMITS US 1 to NJ State Line Actl Let Date: 7/16/2009

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various FC: 11; 12; 14 AQ Code:S7

PLANNING AREA: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

Funds for this project are used to cover Accrued Unbilled Costs.

Design Build ITS installation project on 3 roadway sections: I-95 between US 1 and the NJ State Line in Bucks County; US 1 between the PA Turnpike and the NJ State Line in Bucks County; and SR 63 between I-95 and US 1 in Philadelphia. This project implements Phase II of the Bucks/Philadelphia ITS project. See MPMS #86055 for the I-95 Extension phase.

I-95 will receive 5 CCTV cameras, 4 dynamic message signs, and 8 travel time readers. US 1 will receive 18 CCTV cameras, 9 dynamic message signs, and 14 travel time readers. SR63 will receive 5 CCTV cameras, 2 dynamic message signs, and 6 travel time readers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP	150												
		150	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			150	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 89701 **Group H Bridges**

New

LIMITS Various Locations in Chester and Delaware Counties

Est Let Date: 3/26/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township; East Coventry Township

FC: 16

AQ Code:S19

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Funds will be used for the following rehabilitation/replacement of various bridges in critical condition in Chester and Delaware Counties.
Steel Truss Bridge Preservation

Linfield Road(SR 1035) over Schuylkill River, in East Coventry Township, Chester County
Aston Mill Road(SR 3023) over West branch Chester Creek, in Aston Township, Delaware County

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	185	4,231													
CON	185		936												
CON	185			1,385											
CON	185				750										
		4,231	936	1,385	750	0	0	0	0	0	0	0	0		
		Total FY2015-2018			7,302	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 92182 **Expressway Service Patrol - Suburban Counties (2013-2016)**

LIMITS I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delaware, and Montgomery CO

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLANNING AREA:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		500												
CON	NHPP				3,364										
CON	TOLL														
		0	500	0	3,364	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,864	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92184 Adj Box Beam Grp (J)

New

LIMITS Bucks: Falls, Northampton and Lower Southampton Townships

Actl Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Radnor Township; Cheltenham Township; Falls Township; Northampton Township; FC:

AQ Code:S19

PLANNING AREA: Developed Community; Growing Suburb

IPD:

PROJECT MANAGER: HNTB/NV

CMP:

Bridges to be worked on under Group J are:

- 1) Tullytown Road (SR 0013) over branch of Martins Creek, in Falls Township, Bucks County - Superstructure Replacement
- 2) Chinquapin Road (SR 2025) over Ironworks Creek, in Northampton Township, Bucks County - Superstructure Replacement
- 3) Bryn Mawr Avenue (SR 1032) over Ithan Creek, in Radnor Township, Delaware County - Superstructure Replacement
- 4) Skippack Pike (SR 0073) over Perkiomen Creek in Perkiomen Township, Montgomery County - Superstructure Replacement
- 5) New Second Street (SR 2060) over Tacony Creek in Cheltenham Township, Montgomery County - Superstructure Replacement
- 6) Drainage improvements for the SR 611 (Broad Street) Bridge over Roosevelt Boulevard (US 1) in Philadelphia
- 7) Sidewalk repairs for SR 32 (Main Street) bridge over Aquetong Creek in New Hope, Bucks County
- 8) Parapet capstone repairs for SR 1013 (Dark Hollow Road) bridge over Tohickon Creek in Tinicum Township, Bucks County

Along with District-wide "On Demand" bridge repairs.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	581	2,335													
CON	581		2,090												
CON	581			3,106											
CON	581				780										
		2,335	2,090	3,106	780	0	0	0	0	0	0	0	0		
		Total FY2015-2018			8,311	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92311 Culvert Replacement Group L

LIMITS Chester Cnty-East Fallowfield Township, East Brandywine Township, East Pikeland Township, Birmingham

Est Let Date: 5/7/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Glenolden Borough; Upper Providence Township; Caln Township; Ea **FC:** 14; 16; 17; 19

AQ Code: S19

PLANNING AREA: Developed Community; Growing Suburb; Rural Area

IPD:

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

7 culverts in Chester, Delaware, and Montgomery counties that are structurally deficient will be replaced with minimal roadway improvement, which is estimated to extend their service life by 100 years. The bridges are as follows:

Chester County:

1. Doe Run Road over Branch Sucker Run (Bridge Key 10044) in East Fallowfield Township
2. Creek Road over Branch Brandywine Creek (Bridge Key 10174) in East Brandywine Township
3. Bondsville Road over Branch Beaver Creek (Bridge Key 10215) in Caln Township
4. Whitehorse Road over Branch Pickering Creek (Bridge Key 10303) in Schuylkill Township
5. Clay Creek Road over Tributary East Branch White Clay Creek (Bridge Key 39994) in Franklin Township

Delaware County

6. Macdade Boulevard over Branch Muckinipattis Creek (Bridge Key 15231) in Glenolden Borough

Montgomery County

7. Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township

Work to be performed will additionally include the superstructure replacement of the SR 4012 (Graterford Road) Bridge over Perkiomen Creek in Montgomery County; substructure repairs for the SR 3023 (Pocopson Road) Bridge in Chester County; and District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	581	200												
CON	581	287												
CON	581		5,271											
CON	581			6,931										
CON	581				253									
		487	5,271	6,931	253	0	0	0	0	0	0	0	0	
		Total FY2015-2018			12,942	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 *County Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012. Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA will be programed with 100% federal funds, for preliminary engineering, final design, and construction (in Later Fiscal Years) to allow SEPTA to manage the project on behalf of the City of Philadelphia.

Anticipate programming and costs of projects include:

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FY14 FD \$59,000, FY14 CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, FY16 PE \$300,000, FY19 FD \$375,000, FY21 ROW \$90,000, FY22 UTL \$50,000, FY24 CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FY14 FD \$120,000, FY14 ROW \$31,000, FY14 CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project ;

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, FY14 PE \$300,000, FY15 FD \$300,000, FY20 ROW \$75,000, FY22 CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, FY15 PE \$300,000, FY18 FD \$200,000, FY20 ROW \$40,000, FY22 CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, FY14 PE \$350,000, FY15 FD \$300,000, FY18 ROW \$25,000, FY19 UTL \$25,000, FY21 CON \$900,000 The total cost of this project is \$1,600,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, FY14 PE \$460,000, FY18 FD \$300,000, FY20 ROW \$40,000, FY21 \$100,000, FY22 CON 1,500,000. The total cost of this project is \$2,400,000.

-Mulford Bridge (MPMS #98218) in Glenolden Borough, FY16 PE \$231,000, FY18 PE \$169,000, FY19 FD \$300,000, FY23 \$40,000, FY23 UTL \$100,000, FY24 CON \$100,000. The total cost of this project is \$1,840,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, FY14 PE \$350,000, FY18 FD \$300,000, FY21 ROW \$25,000, FY22 UTL \$50,000, FY24 CON \$850,000. The total cost of this project is \$1,575,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FY16 FD \$143,000, FY16 CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FY16 FD \$350,000, FY16 CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project.

-Store Road Bridge (MPMS #98228) in Lower Salford Township FY16 PE \$11,000, FY16 FD \$80,000, FY16 CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) FY14 PE \$960,000, FY18 FD \$640,000, FY24 CON \$8,000,000. The total cost of this project is \$9,600,000;

-Woodland Avenue over SEPTA (MPMS #98232) FY14 PE of \$480,000, FY15 FD \$320,000, FY18 CON \$952,000, FY19 CON \$2,000,000, FY20 CON \$464,000, FY21 CON \$584,000. The total cost of this project is \$4,800,000.

-Tabor Road over Tacony Creek (MPMS #98230) FY15 PE \$240,000, FY18 FD \$160,000, FY24 CON \$2,000,000. The total cost of this project is \$2,400,000.

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183												
CON	LOC	57											
CON	BOF		2,803										
CON	183												
CON	LOC		700										
CON	BOF			2,000									
CON	BOF				2,000								
CON	183												
CON	LOC												
CON	183					2,579							
CON	LOC					645							
CON	183						766						
CON	LOC						192						
CON	183							1,722					
CON	LOC							431					
CON	183								7,728				
CON	LOC								1,932				
CON	183									151			
CON	LOC									38			
CON	183										13,337		
CON	LOC										3,834		
		57	3,503	2,000	2,801	3,224	958	2,153	9,660	189	17,171	0	0
		Total FY2015-2018		8,361		Total FY2019-2022		15,995		Total FY2023-2026		17,360	

MPMS# 96072 Ches/Del/MontCo Deck Seal

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLANNING AREA:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

This is a preventative maintenance project that countains various structures in Chester, Delaware and Montgomery Counties for bridge deck sealing.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STP	453											
CON	TOLL												
CON	NHPP	863											
		1,316	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		1,316		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

New

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Bridges that were selected for retroactive reimbursement are:

Bucks County

Rockhill Road Bridge over Three Mile Run in East Rockhill Township \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599);

Chester County

Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township \$2,100,000 (\$1,680,000 State 183/\$420,000 Local) (Bridge Key 10821);

Kulp Road Bridge over Pigeon Creek in East Coventry Township \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774);

East Boot Road Bridge over Ridley Creek in East Goshen Township \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781);

Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$207,000 (\$165,600 State 183/\$41,400 Local) (Bridge Key 10829);

Delaware County

South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township \$1,084,000 (\$867,200 State 183/\$216,800 Local) (Bridge Key 15432);

Bullens Lane Bridge over Crum Creek in Ridley Township \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433);

Montgomery County

Virginia Drive over Pine Run Bridge in Upper Dublin Township \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046);

Virginia Drive over Pine Run Bridge in Upper Dublin Township \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044);

Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019);

County Line Road Bridge in Douglass Township \$594,500 (\$475,600 State 183/\$118,900 local) (Bridge Key 28052).

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183		842										
CON	LOC		210										
CON	183			2,000									
CON	LOC			500									
CON	183				2,000								
CON	LOC				500								
CON	183					357							
CON	LOC					89							
CON	183							4,309					
CON	LOC							1,055					
		0	1,052	2,500	2,500	446	0	5,364	0	0	0	0	0
		Total FY2015-2018		6,052		Total FY2019-2022		5,810		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102106 Structurally Deficient Bridge Line Item

New

LIMITS Region Counties and City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside for rehabilitation or replacement of candidate structurally deficient bridges that have been identified in the DVRPC region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	185					1,350							
CON	NHPP						2,000						
CON	185						10,659						
CON	BOF							9,764					
CON	STU							3,960					
CON	581							9,454					
CON	185							19,782					
CON	BOF								10,074				
CON	STP								2,000				
CON	581								12,158				
CON	185								17,073				
CON	STU									16,681			
CON	BOF									9,000			
CON	STP									15,000			
CON	185									36,750			
CON	STP										1,024		
CON	581										195		
		0	0	0	0	1,350	12,659	42,960	41,305	77,431	1,219	0	0
		Total FY2015-2018			0	Total FY2019-2022			98,274	Total FY2023-2026			78,650

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102118 *Intersection Safety Implementation Program*

Return

LIMITS Region Wide

Actl Let Date: 8/28/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLANNING AREA:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:**

Funding will be provided to allow District 6-0 to advertise a design/build project for "Intersection Safety Implementation Plan" (ISIP) to address the top ranked feasible locations within each of five countermeasure categories. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List (HCL). A GIS map will be utilized to overlay the ISIP/RSIP (Rural Safety Innovation Program)/HCL locations which will result in the addressing of safety needs on a corridor basis for highest efficiency.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	1,004												
		1,004	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,004	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 102275 *Study Line Item*

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	581					2,614								
PE	581						10,686							
		0	0	0	0	2,614	10,686	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				13,300	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102572 *High Friction Surfaces*

Return

LIMITS Various high-crash roadway curves in District 6-0

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project was selected by District 6-0 Traffic Unit and Bureau of Highway Traffic Safety District and approved for HSIP funding by PennDOT's Central Office Safety Engineering and Risk Management section among a series of low/mid-cost systematic safety improvement projects. High Friction Surface projects were approved based on an analysis of crash locations that have a history of slide-off-the-road crashes. Funds will provide for the installation of high friction surfaces (HFS) (or the highest level of skid resistance) on top of existing roadway to decrease the number of crashes along high crash roadway curves throughout the DVRPC five-county region in Pennsylvania. Applying HFS contributes to vehicular safety by helping motorists maintain better control in dry and wet driving conditions, particularly at locations where they may brake excessively (e.g., when driving around a curve).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP		120											
		0	120	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			120		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 102665 *Signal Upgrade Line Item*

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ				1,000									
		0	0	0	1,000	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000		Total FY2019-2022			0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104275 *GHG/Energy Analysis*

New

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project is part of the FY2015 DVRPC UPWP and will update an electric vehicle ownership analysis, and develop a spreadsheet tool to determine the changes in energy use and greenhouse gas emissions associated with different electric vehicle and compressed natural gas vehicle deployment scenarios.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
STUDY	SXF	80												
STUDY	LOC	20												
		100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			100	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104363 *ISIP Open End Project*

New

LIMITS Region-wide

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

District 6-0 will advertise an Open End (Construction On-Demand) project for "Intersection Safety Implementation Plan" to address the top-ranked feasible locations within five countermeasure categories. Prioritization will involve a dual approach, working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	1,575												
CON	sHSIP	1,941												
CON	sHSIP		984											
		3,516	984	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,500	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104364 RDIP Open End Project

New

LIMITS Region-wide

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

District 6-0 will advertise an Open End (Construction On-Demand) project for "Roadway Departure Implementation Plan" to address the top-ranked feasible locations within eight countermeasure categories. Prioritization will involve a dual approach, working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	1,575												
CON	sHSIP	1,941												
CON	sHSIP		984											
		3,516	984	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,500	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 104366 High Friction Surfaces (HFS) Treatment

New

LIMITS Region-wide

Est Let Date: 6/23/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

This project will install High Friction Surface dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	sHSIP	284												
CON	HSIP		841											
CON	582		500											
CON	sHSIP		1,956											
		284	3,297	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,581	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104369 *Bridge Bundling 2015*

LIMITS Various

Est Let Date: 10/22/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLANNING AREA:

IPD:

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

The PennDOT Local Bridge Bundling program is a state sponsored program for local bridge projects, in which the purpose is to select and repair bridges that have the same structure type with the same design requirements and are located geographically close to each other in order to induce cost and time savings.

PennDOT has made a total of \$4,700,000 federal sSTP funds for 15 bridges in the DVRPC Pennsylvania region that are expected to be let for construction in October of 2015 and are listed as follows:

Bucks County:

1. Willow Road Bridge (Bridge Key 7629) in Northampton Township
2. Moyer Road Bridge (Bridge Key 7613) in Hilltown Township
3. Fredericks Bridge 14J08 (Bridge Key 7516) in East Rockhill Township
4. Warrington Township 33J02 (Bridge Key 7531) in Warrington Township
5. Alden Avenue 38H05 (Bridge Key 7606) in Falls Township
6. Springfield Street (Bridge Key 7643) in Springfield Township
7. Snowball Gate 42H02 (Bridge Key 7490) in Middletown Township
8. Perkasio Boro 20H02 (Bridge Key 7482) in Perkasio Borough

Delaware County:

9. Paper Mill Road Road (Bridge Key 15434) in Springfield Township

Montgomery County:

10. Easton Road (Bridge Key 27989) in Cheltenham Township
11. Oreland Mill Bridge 31B09 (Bridge Key 28042) in Springfield Township
12. Trewigtown Road 17A06 (Bridge Key 28018) in Hatfield Township
13. Keebler Road Bridge (Bridge Key 28125) in Upper Merion Township
14. Violet Lane Bridge (Bridge Key 47474) in Lower Merion Township
15. Remington Road Bridge (Bridge Key 28022) in Lower Merion Township

Construction for the Montgomery County bridges are funded in MPMS #105127

		TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026				
PE	SSTP	250															
FD	SSTP	400															
ROW	SSTP	25															
UTL	SSTP	25															
CON	SSTP	1,108															
CON	SSTP		917														
		1,808	917	0	0	0	0	0	0	0	0	0	0				
		Total FY2015-2018			2,725			Total FY2019-2022				0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 *Travel Monitoring*

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLANNING AREA:

IPD:

PROJECT MANAGER: James Mosca

CMP:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

		TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>		
PRA	TOLL														
PRA	STU	120													
PRA	TOLL														
PRA	STU		120												
		120	120	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			240		Total FY2019-2022				0		Total FY2023-2026		0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105118 *Large Sign Structure Priority Repairs 1*

New

LIMITS Bucks County and Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:X11

PLANNING AREA:

IPD:

PROJECT MANAGER: Plans/C. Veiga

CMP:

This project consists of high priority repairs to large sign structures within District 6-0 (Bucks & Philadelphia Counties). The high priority maintenance items have been identified through routine inspections conducted in accordance with PennDOT's Publication 238. The goal of this project is to repair all outstanding high priority sign structures to preserve public safety.

The type of work items that are associated with this project include: replace rusted sign clips, repair bent support angles and deteriorated grout pads, close gaps between sign panels, replace missing junction box locks and hand hole screws, replace missing luminaire lenses, bulbs, and shrouds, replace sign connection hardware, remove graffiti and debris at foundations, remove rust and spot paint, replace anchor bolts, correct hole alignments and install bolts, reconnect inspection walkway chains and replace protective netting around base plates, replace missing strut end caps, secure walkway grating supports, replace damaged sections of walkway, replace missing U-bolts, and secure loose wires.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	STU	1,146													
CON	TOLL														
CON	STU		986												
CON	TOLL														
CON	STU				602										
		1,146	986	602	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,734	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 105351 *SHRP2 Econ Anlys Tool C11*

New

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER: Karen Russel

CMP:

SHRP2 Lead Adopter Incentive Implementation Assistance to deploy the Wider Economics Benefits Tools (C11) within the Economic Analysis Tools bundle. The primary goal of the Economic Analysis Tools bundle is to increase awareness and understanding of these tools, particularly among transportation professionals, and advance the state of the practice in transportation economic analysis through continual development of case studies and tool enhancements.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	SXF	125													
		125	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			125	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105382 *Large Sign Structure Priority Repairs 2*

New

LIMITS Chester, Delaware, and Montgomery Counties

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:X11

PLANNING AREA:

IPD:

PROJECT MANAGER: Plans/C. Veiga

CMP:

This project consists of high priority repairs to large sign structures within District 6-0 (Chester, Delaware, & Montgomery Counties). The high priority maintenance items have been identified through routine inspections conducted in accordance with PennDOT's Publication 238. The goal of this project is to repair all outstanding high priority repairs to preserve public safety.

The type of work items that are associated with this project include: replace rusted sign clips, repair bent support angles and deteriorated grout pads, close gaps between sign panels, replace missing junction box locks and hand hole screws, replace missing luminaire lenses, bulbs, and shrouds, replace sign connection hardware, remove graffiti and debris at foundations, remove rust and spot paint, replace anchor bolts, correct hole alignments and install bolts, reconnect inspection walkway chains and replace protective netting around base plates, replace missing strut end caps, secure walkway grating supports, replace damaged sections of walkway, replace missing U-bolts, and secure loose wires.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	1,254												
CON	TOLL													
CON	STU			2,481										
		1,254	0	2,481	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,735	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106654 I-95 Transp Demand Mgmt (TMA)

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various FC: AQ Code:NRS

PLANNING AREA: IPD:

PROJECT MANAGER: EE/E. Elbich CMP:

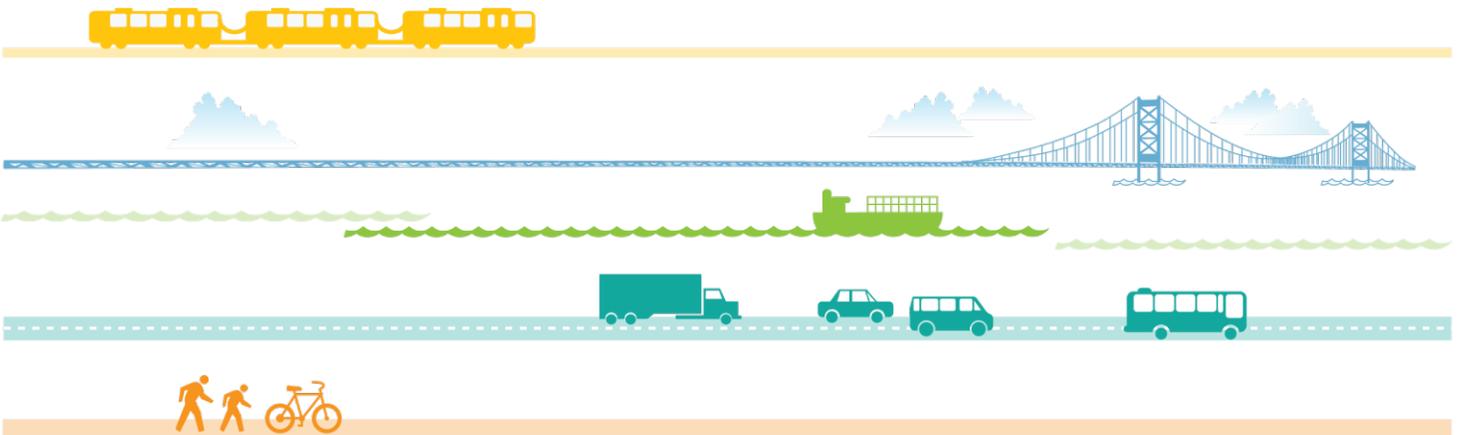
This project will provide for coordination activities among multiple Transportation Management Associations (TMAs) in Bucks, Delaware, and Philadelphia counties to assist PennDOT with mitigating congestion on the I-95 corridor by reducing the number of drivers on the road during construction, particularly during AM and PM peak commute hours. Outreach efforts will focus on select employers with employees using the corridor; some efforts will reach those same employees directly. Outreach activities will include sharing and supplementing efforts to inform regular users of upcoming construction schedules, in addition to educating and assisting employers to help employees who are regular users with finding viable alternatives to driving alone along this corridor, utilizing Travel Demand Management (TDM) techniques.

Interstate 95 is a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring Bucks and Delaware counties in Pennsylvania. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by ongoing construction work. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow, with a specific focus on employer concerns (on-time arrivals, reliable commute times, reducing use of vacation/sick time, improving employee morale, etc.).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	TOLL													
PRA	STU		225											
		0	225	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			225	Total FY2019-2022				0	Total FY2023-2026			0

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Various	\$60,692	\$57,539	\$54,631	\$65,056	\$237,918	\$507,981	\$676,192

TRANSIT PROJECTS FOR THE FY2015 TIP



Final Version Modified After July 2014 Adoption

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2025O

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP:

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on SR322/Brandywine Avenue on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500-foot long high level boarding platforms, approximately 850–950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a to-be-determined developer.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	5337		6,349										
FD	341		1,587										
ROW	5337		6,600										
ROW	341		1,650										
ROW	5307			2,200									
ROW	341			550									
UTL	5307			1,200									
UTL	341			300									
CON	5337					26,000							
CON	5307					18,000							
CON	341					11,000							
		0	16,186	4,250	0	55,000	0	0	0	0	0	0	0
		Total FY2015-2018		20,436		Total FY2019-2022		55,000		Total FY2023-2026		0	

Total For PennDOT	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$16,186	\$4,250	\$0	\$20,436	\$55,000	\$0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY15 - FY18 include (also see MPMS# 95739):

FY15: Vehicle and Equipment Purchases (\$25,000), Stations and Facilities (\$150,889), Technology (\$151,100),

FY16: Technology (\$60,948),

FY17: Vehicle and Equipment Purchases (\$35,000), Technology (\$70,000),

FY18: Vehicle and Equipment Purchases (\$1,530,000).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	800											
OP	1513	1,100											
OP	LOC	80											
OP	5307		800										
OP	1513		1,100										
OP	LOC		80										
OP	5307			800									
OP	1513			1,100									
OP	LOC			80									
OP	5307				800								
OP	1513				1,100								
OP	LOC				80								
OP	5307					800							
OP	1513					1,100							
OP	LOC					80							
		1,980	1,980	1,980	1,980	1,980	0	0	0	0	0	0	0
		Total FY2015-2018			7,920	Total FY2019-2022			1,980	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M4

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology upgrade over a three year period, as well as install bike racks, transportation center amenities, bus shelters, retrofit existing bus shelters with photovoltaic solar panels, and replace transit buses that have met their useful life by 2019.

TIP Program Years (\$ 000)															
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CAP	5307	100													
CAP	PTAF 4	119													
CAP	1517	35													
CAP	LOC	8													
CAP	PTAF 4		59												
CAP	1517		20												
CAP	LOC		2												
CAP	PTAF 4			34											
CAP	1517			70											
CAP	LOC			2											
CAP	5307				1,500										
CAP	PTAF 4				28										
CAP	1517				28										
CAP	LOC				2										
CAP	5307					500									
CAP	1517					50									
CAP	LOC					20									
		262	81	106	1,558	570	0	0	0	0	0	0	0		
		Total FY2015-2018			2,007	Total FY2019-2022				570	Total FY2023-2026				0

Total For Pottstown	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927	\$2,550	\$0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 7B

This project, which will be advanced in Phases, will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line. The total project cost is \$30.6 million.

Phase I activities will improve station accessibility station through the construction of a pedestrian underpass, ramps, stairs, and storm water management. SEPTA will use prior year funds and funds programmed in FY 2015-2018, in the amount of \$11.8 million, to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$18.6 million.

Phase II of the Villanova Intermodal Station project includes the construction of high-level platforms with canopies, building exterior improvements, new signage, lighting, passenger amenities and landscaping. The improvements will make the station fully ADA accessible. The total budget for Phase II is \$12 million, which is programmed in FY 2019-2022.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	1514	1,935												
CAP	LOC	65												
CAP	1514		4,006											
CAP	LOC		134											
CAP	1514			3,600										
CAP	LOC			120										
CAP	1514				1,887									
CAP	LOC				63									
CAP	5307					1,600								
CAP	1514					387								
CAP	LOC					13								
CAP	5307						3,533							
CAP	1514						855							
CAP	LOC						28							
CAP	5307							4,467						
CAP	1514							1,081						
CAP	LOC							36						
		2,000	4,140	3,720	1,950	2,000	4,416	5,584	0	0	0	0	0	
		Total FY2015-2018			11,810	Total FY2019-2022			12,000	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAL	LOC									439			
CAL	5307										8,000		
CAL	5337										42,267		
CAL	1514										13,534		
CAL	LOC										451		
CAL	5307											8,000	
CAL	5337											43,775	
CAL	1514											13,899	
CAL	LOC											463	
		31,296	45,886	50,908	51,631	53,956	55,591	57,246	58,920	60,645	62,422	64,252	66,137
		Total FY2015-2018		179,721		Total FY2019-2022		225,713		Total FY2023-2026		253,456	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent on the vehicle's age, condition and usage within the Authority.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,807											
CAP	LOC	194											
CAP	5337												
CAP	5307												
CAP	1514		5,807										
CAP	LOC		193										
CAP	5307			3,760									
CAP	1514			2,168									
CAP	LOC			72									
CAP	1514				5,806								
CAP	LOC				194								
CAP	5307					4,014							
CAP	1514					1,922							
CAP	LOC					64							
CAP	5307						4,800						
CAP	1514						1,161						
CAP	LOC						39						
CAP	5307							1,768					
CAP	1514							4,096					
CAP	LOC							136					
CAP	5307								4,800				
CAP	1514								1,161				
CAP	LOC								39				
CAP	5307									4,800			
CAP	1514									1,161			
CAP	LOC									39			
CAP	5307										4,800		
CAP	1514										1,161		
CAP	LOC										39		
CAP	5307											3,472	
CAP	1514											2,447	
CAP	LOC											81	
CAP	5307												1,168
CAP	1514												4,676
CAP	LOC												156
		6,001	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2015-2018		24,001		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60255 *Regional Rail Signal Modernization Program*

LIMITS System-wide railroad facilities No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various **FC:** AQ Code:M6

PLANNING AREA: IPD: 6

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for the modernization of the signal system on SEPTA's Regional Rail system. The Automatic Train Control (ATC) System will be installed on the Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

In addition, an Advanced Civil Speed Enforcement System (ACSES) will be layered onto the ATC on all SEPTA-owned Regional Rail lines. Working in unison, these two systems will provide the functionality of a Positive Train Control System (PTC) that the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure interoperability with Amtrak and the various freight carriers.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new combined signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

Prior year funds supported modernization of the Chestnut Hill East, Chestnut Hill West, Doylestown, Norristown and Warminster lines. Projects currently programmed include:

- Cynwyd Line Signals, Specialwork and Right of Way Improvements - \$17.6 million (Prior Years, FY 2015)
- Positive Train Control (PTC) - \$158 million (Prior years, FY 2015)

The Cynwyd Line Signals, Specialwork and Right of Way Improvements project will provide a new access route and track on existing railroad right-of-way from the Amtrak Harrisburg Line Track #4 to the "JEFF" interlocking on the Cynwyd Line. This new access route will allow for the future abandonment of Amtrak's 'fly-over' bridge at 54th Street. A joint effort will be undertaken by Amtrak and SEPTA to construct this new access route, which includes installing new catenary structures and overhead catenary, new track, power-operated switches and signals. It will also provide for the repair and waterproofing of the existing under grade bridges at Jefferson Street and 52nd Street.

\$1,279,000 Section 5307 has been programmed in the Harrisburg TIP by PennDOT's Bureau of Public Transit. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	5307-S	3,232												
CAP	5309-S	2,526												
CAP	5337	26,819												
CAP	1514	782												
CAP	1514	1,799												
CAP	1514	6,489												
CAP	LOC	26												
CAP	LOC	60												
CAP	LOC	216												
		41,949	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018	41,949		Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. The initial phase of this program funded accessibility improved to 35 Federal Transit Administration (FTA) designated Key Rail and Rail Transit Stations.

The Station Accessibility Program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

The selection of stations is based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC). Projects currently programmed include:

- 33rd / 36th Street Stations - \$22.5 million (FY 2024-2026, Future Years)
- 40th Street Station - \$9 million (FY 2015-2017)
- Broad Street Subway South Station - \$7 million (FY 2020-2023)
- Erie Station - \$9 million (FY 2016-2020)
- Susquehan/Dauphin Station - \$9.7 million (FY 2022-2025)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	6,029											
CAP	LOC	201											
CAP	1514		1,665										
CAP	LOC		55										
CAP	1514			1,984									
CAP	LOC			66									
CAP	1514				2,903								
CAP	LOC				97								
CAP	1514					3,145							
CAP	LOC					105							
CAP	1514						3,145						
CAP	LOC						105						
CAP	1514							3,387					
CAP	LOC							113					
CAP	1514								3,871				
CAP	LOC								129				
CAP	1514									4,819			
CAP	LOC									161			
CAP	1514										4,839		
CAP	LOC										161		
CAP	1514											4,858	
CAP	LOC											162	
CAP	1514												4,839
CAP	LOC												161
		6,230	1,720	2,050	3,000	3,250	3,250	3,500	4,000	4,980	5,000	5,020	5,000
		Total FY2015-2018		13,000		Total FY2019-2022		14,000		Total FY2023-2026		20,000	

DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

DS	5337									13,654			
DS	PTAF 4									12,938			
DS	1514									3,303			
DS	LOC									556			
DS	5337										13,654		
DS	PTAF 4										12,936		
DS	1514										3,304		
DS	LOC										555		
DS	5337											13,654	
DS	PTAF 4											12,933	
DS	1514											3,303	
DS	LOC											556	
DS	5337												13,654
DS	PTAF 4												12,937
DS	1514												3,304
DS	LOC												555
		51,228	51,153	51,086	51,004	50,954	43,298	43,204	30,448	30,451	30,449	30,446	30,450
		Total FY2015-2018		204,471		Total FY2019-2022		167,904		Total FY2023-2026		121,796	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	36,200											
OP	LOC	9,050											
OP	5307												
OP	5337		36,200										
OP	LOC		9,050										
OP	5337			17,114									
OP	5307			19,086									
OP	LOC			9,050									
OP	5337				21,200								
OP	5307				15,000								
OP	LOC				9,050								
OP	5337					13,115							
OP	5307					23,085							
OP	LOC					9,050							
OP	5337						11,034						
OP	5307						25,166						
OP	LOC						9,050						
OP	5307							27,264					
OP	5337							8,936					
OP	LOC							9,050					
OP	5307								29,404				
OP	5337								6,796				
OP	LOC								9,050				
OP	5337									4,616			
OP	5307									31,584			
OP	LOC									9,050			
OP	5337										4,000		
OP	5307										32,200		
OP	LOC										9,050		
OP	5337											4,000	
OP	5307											32,200	
OP	LOC											9,050	
OP	5337												4,000
OP	5307												32,200
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2015-2018		181,000		Total FY2019-2022		181,000		Total FY2023-2026		181,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 **City Hall Station / 15th Street Station Rehabilitation**

LIMITS City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A, 14A

This project will renovate City Hall Station on the Broad Street Subway Line and 15th Street Station on the Market-Frankford Subway Elevated Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 28,000 passengers on a daily basis. 15th Street Station on the Market Frankford elevated line serves 29,200 passengers a day. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines and Regional Rail Lines.

The project will include the following elements: 1) New entrance to both stations in the Dilworth Plaza area of City Hall; 2) Accessible improvements including elevator from street level to the platforms of the Broad Street Subway Line and the Market-Frankford Subway Elevated Line; 3) Modification of fare collection facilities; 4) More open space at the platform level of City Hall Station; 5) Straightening and widening of passageways; 6) New architectural finishes, lighting and signage, 7) Art-In-Transit; 8) Mechanical and natural ventilation in re-opened air shafts; 9) Structural repairs; 10) Prevention / interception of water infiltration/inflow; and 11) and the raising of 15th Street Station platform to car door entrance height. This project is being advanced in three phases. The Dilworth Plaza "Early Action" phase; 15th Street Station and City Hall Station.

The total cost of the City Hall Station Rehabilitation project is \$146.5 million. Funding in the amount of \$24.4 million was provided in prior years. Funding in the amount of \$122.1 million is programmed in Fiscal Years 2015-2021.

		TIP Program Years (\$ 000)												
<u>Phase</u>	<u>Fund</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	
CAP	1514	8,564												
CAP	LOC	286												
CAP	1514		4,336											
CAP	LOC		144											
CAP	1514			5,236										
CAP	LOC			174										
CAP	1514				16,996									
CAP	LOC				566									
CAP	1514					33,387								
CAP	LOC					1,113								
CAP	1514						30,095							
CAP	LOC						1,003							
CAP	1514							19,510						
CAP	LOC							650						
		8,850	4,480	5,410	17,562	34,500	31,098	20,160	0	0	0	0	0	
		Total FY2015-2018			36,302	Total FY2019-2022			85,758	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 *Parking Improvements / Expansion*

Return

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:2035o

PLANNING AREA:

IPD: 0

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. Currently programmed projects include:

- 69th Street Terminal Parking Garage - \$22.2 million (Prior Years, FY 2016-2019)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2023-2026, Future Years)
- Gwynedd Valley Station - \$3 million (Prior Years, FY 2015)
- Noble Station - \$53 million (FY 2016-2024)
- North Wales Station - \$3 million (Prior Years, FY 2015)
- Philmont Station - \$3 million (Prior Years, FY 2015)
- Manayunk/Norristown Regional Rail Line (Conshohocken and other stations) - \$27.5 million (FY 2019-2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	3,997											
CAP	LOC	133											
CAP	1514		4,549										
CAP	LOC		151										
CAP	1514			4,182									
CAP	LOC			139									
CAP	1514				4,432								
CAP	LOC				148								
CAP	1514					9,677							
CAP	LOC					323							
CAP	1514						1,984						
CAP	LOC						66						
CAP	1514							3,581					
CAP	LOC							119					
CAP	1514								16,665				
CAP	LOC								633				
CAP	1514									26,125			
CAP	LOC									870			
CAP	1514										23,244		
CAP	LOC										775		
CAP	1514											18,097	
CAP	LOC											603	
CAP	1514												19,452
CAP	LOC												648
		4,130	4,700	4,321	4,580	10,000	2,050	3,700	17,298	26,995	24,019	18,700	20,100
		Total FY2015-2018		17,731		Total FY2019-2022		33,048		Total FY2023-2026		89,814	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60571 *Environmental Cleanup and Protection Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program provides for environmental clean up and protection activities including remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also funded under this program. In addition, the program includes activities that will reduce SEPTA's environmental footprint.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	1514	968												
CAP	LOC	32												
CAP	1514		968											
CAP	LOC		32											
CAP	1514			290										
CAP	LOC			10										
CAP	1514				290									
CAP	LOC				10									
CAP	1514					290								
CAP	LOC					10								
CAP	1514						290							
CAP	LOC						10							
CAP	1514							290						
CAP	LOC							10						
CAP	1514								290					
CAP	LOC								10					
CAP	1514									290				
CAP	LOC									10				
CAP	1514										290			
CAP	LOC										10			
CAP	1514											290		
CAP	LOC											10		
		1,000	1,000	300	300	300	300	300	300	300	300	300	300	
		Total FY2015-2018		2,600		Total FY2019-2022			1,200		Total FY2023-2026		1,200	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2025O

PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station. Connecting services include Bus Routes 92, 105, 106, 204, 205 and 206.

SEPTA, PennDOT and Amtrak are partnering to fund and advance this project. The project will proceed in phases. Phase I will make the existing station ADA accessible. This phase includes a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new high level center platform. The outbound parking areas will be reconfigured and pedestrian linkages will be provided throughout the station area such as sidewalks and crosswalks. The project will also include changes to the railroad infrastructure as needed to accommodate the work. The total construction cost for Phase I is \$36 million. SEPTA and PennDOT are contributing \$12 million dollars each for a total of \$24 million in FY 2015-2017. Amtrak is providing the balance of funding or \$12 million, which is not reflected in the financial records below.

Phase II includes an intermodal station complex complete with an additional high-level platform on the outbound side, waiting area and passenger amenities; enhanced bus facilities; and a 600-plus space commuter parking garage. Funding in the amount of \$32 million is programmed in FY 2020-2023 for Phase II construction. Advancement of the Darby Road Bridge improvements is a necessary requirement for advancement of Phase II construction.

Complimenting this project is MPMS #47979 Paoli Transportation Center Road Improvements/Darby Road Bridge, which will replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307-S	3,200											
CAP	1516	800											
CAP	1514	3,871											
CAP	LOC	129											
CAP	5307-S		3,200										
CAP	1516		800										
CAP	1514		3,871										
CAP	LOC		129										
CAP	5307-S			3,200									
CAP	1514			3,871									
CAP	1516			800									
CAP	LOC			129									
CAP	1514					2,903							
CAP	LOC					97							
CAP	1514							6,475					
CAP	LOC							216					
CAP	1514								15,581				
CAP	LOC								519				
CAP	1514									6,009			
CAP	LOC									200			
		8,000	8,000	8,000	0	0	3,000	6,691	16,100	6,209	0	0	0
		Total FY2015-2018		24,000		Total FY2019-2022		25,791		Total FY2023-2026		6,209	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>
CAP	5337	31,538											
CAP	5307	24,490											
CAP	1514	14,087											
CAP	LOC	469											
CAP	5307		23,271										
CAP	5337		32,472										
CAP	1514		14,018										
CAP	LOC		467										
CAP	5307			9,736									
CAP	5337			37,160									
CAP	1514			24,294									
CAP	LOC			810									
CAP	5307				15,182								
CAP	5337				12,515								
CAP	1514				43,842								
CAP	LOC				1,370								
CAP	5307					19,840							
CAP	5337												
CAP	1514					52,414							
CAP	LOC					1,746							
CAP	5307						20,000						
CAP	5337												
CAP	1514						53,226						
CAP	LOC						1,774						
CAP	5337												
CAP	5307							20,000					
CAP	1514							54,194					
CAP	LOC							1,806					
CAP	5307								19,295				
CAP	5337												
CAP	1514								55,844				
CAP	LOC								1,861				
CAP	5307									17,955			
CAP	5337									41,960			
CAP	1514									17,502			
CAP	LOC									583			
CAP	5307										19,563		

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	5337									41,154			
CAP	1514									17,693			
CAP	LOC									590			
CAP	5307										21,827		
CAP	5337										39,690		
CAP	1514										17,887		
CAP	LOC										596		
CAP	5307											24,131	
CAP	5337											38,182	
CAP	1514											18,084	
CAP	LOC											603	
		70,584	70,228	72,000	72,909	74,000	75,000	76,000	77,000	78,000	79,000	80,000	81,000
		Total FY2015-2018		285,721		Total FY2019-2022		302,000		Total FY2023-2026		318,000	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5307	5,650											
PUR	1514	1,367											
PUR	LOC	46											
PUR	5307		7,312										
PUR	1514		1,769										
PUR	LOC		59										
PUR	5307			4,800									
PUR	1514			1,161									
PUR	LOC			39									
PUR	1514				5,806								
PUR	LOC				194								
PUR	5307					4,800							
PUR	1514					1,161							
PUR	LOC					39							
PUR	5307						4,800						
PUR	1514						1,161						
PUR	LOC						39						
PUR	5307							4,800					
PUR	1514							1,161					
PUR	LOC							39					
PUR	5307								4,800				
PUR	1514								1,161				
PUR	LOC								39				
PUR	5307									4,800			
PUR	1514									1,161			
PUR	LOC									39			
PUR	5307										4,800		
PUR	1514										1,161		
PUR	LOC										39		
PUR	5307											4,800	
PUR	1514											1,161	
PUR	LOC											39	
PUR	5307												4,800
PUR	1514												1,161
PUR	LOC												39
		7,063	9,140	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2015-2018		28,203		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The New Payment Technologies (NPT) Project will modernize SEPTA's antiquated fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) At vending machines or ticket offices; 2) Automatically through an account with SEPTA; or 3) Through an on-line transaction.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

A contract was awarded to ACS Transport Solutions, Inc. (now a subsidiary of Xerox Corporation) in November 2011. The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone of the rail transit system, and advance pilot testing of the NPT system, and is scheduled to conclude by the end of 2013. Phase 2 will include the installation of the system on Rail Transit, Trolley and Bus fleets and pilot testing on Regional Rail, and is scheduled to be deployed by Spring of 2014. Phase 3 will include the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments. These segments are scheduled to be deployed by the end of 2014.

Companion projects supporting the NPT project include: Bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Broad Street Subway, Market Frankford and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; remote Railroad station waiting room security; and 30th Street Railroad station ticket office/vendor relocations. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to finance this project. The total project cost includes the loan repayment, interest on the loan and companion project costs.

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$25.5 million was provided in prior years. Funding in the amount of \$203.3 million is programmed in Fiscal Years 2015-2018.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	1,359											
CAP	1514	329											
CAP	LOC	11											
CAP	5307		30,400										
CAP	1514		16,736										
CAP	LOC		570										
CAP	5307			54,000									
CAP	1514			18,645									
CAP	LOC			621									
CAP	5307				61,200								
CAP	1514				14,807								
CAP	LOC				493								
		1,699	47,706	73,266	76,500	0	0	0	0	0	0	0	0
		Total FY2015-2018		199,171		Total FY2019-2022			0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

Return

LIMITS Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MRPID:P

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B

This project will provide for a three mile restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus in Wawa, Delaware County.

The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; and communications system improvements.

Additional project elements include the replacement of three bridges, rehabilitation of one bridge and three culverts, the construction of a railcar storage/layover yard and crew facility on SEPTA property in Lenni, Delaware County. A new traffic intersection and access road connecting U.S. Route 1, a major highway artery in the area, to the station will be constructed. The new facility will be fully ADA compliant. The new terminus at Wawa will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; and a 500+ car parking deck.

The total cost of the Elywn to Wawa Rail Restoration project is \$127.2 million. The project includes prior funds, in the amount of \$21.2 million.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514			1,935									
CAP	LOC			65									
CAP	1514				5,323								
CAP	LOC				177								
CAP	1514					33,145							
CAP	LOC					1,105							
CAP	1514						32,438						
CAP	LOC						1,081						
CAP	1514							29,643					
CAP	LOC							988					
		0	0	2,000	5,500	34,250	33,519	30,631	0	0	0	0	0
		Total FY2015-2018		7,500		Total FY2019-2022		98,400		Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This project provides for the replacement and addition of rail cars, locomotives, and trolleys. New vehicles will replace those that have exceeded their useful life. To accommodate increased ridership, SEPTA is evaluating opportunities to increase capacity on the rail system. SEPTA is analyzing the feasibility of operating bi-level coaches on the Regional Rail, and articulated Trolley cars. Planned procurements include:

- Electric locomotives to replace Bombardier Push-Pull Locomotives.
- New bi-level coaches.
- Trolleys to replace the Kawasaki trolleys built in 1981 and Presidential Conference Committee (PCC-II) cars originally manufactured in 1947 and rebuilt in 2003-2004.
- Railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	1514		21,535										
PUR	LOC		707										
PUR	1514			29,032									
PUR	LOC			968									
PUR	5337				20,000								
PUR	1514				38,458								
PUR	LOC				1,282								
PUR	5337					38,760							
PUR	5307					160							
PUR	1514					22,222							
PUR	LOC					741							
PUR	5337						39,560						
PUR	1514						54,620						
PUR	LOC						1,820						
PUR	5337							40,360					
PUR	1514							53,846					
PUR	LOC							1,794					
PUR	5337								41,160				
PUR	1514								81,215				
PUR	LOC								2,706				
PUR	1514									131,129			
PUR	LOC									4,369			
PUR	1514										145,646		
PUR	LOC										4,854		
PUR	1514											145,646	
PUR	LOC											4,854	
PUR	1514												145,646
PUR	LOC												4,854
		0	22,242	30,000	59,740	61,883	96,000	96,000	125,081	135,498	150,500	150,500	150,500
		Total FY2015-2018		111,982		Total FY2019-2022		378,964		Total FY2023-2026		586,998	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 **Substation Improvement Program**

LIMITS System-wide railroad substations No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various **FC:** AQ Code:M6

PLANNING AREA: IPD: 0

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality. Substations that will be renovated/replaced as part of this program include:

Railroad Substations

- 18th/12th/Portal - \$7 million (FY 2021-2024)
- Ambler - \$11.5 million (Prior Years, FY 2015-2016)
- Bethayres - \$12.9 million (FY 2015-2017)
- Brill - \$12.8 million (FY 2024-2026, Future Years)
- Chestnut Hill East - \$7.7 million (FY 2016 Design; FY2018-2022 Construction)
- Doylestown - \$8.8 million (FY 2022-2024)
- Hatboro - \$7.7 million (FY 2016-2022)
- Jenkintown - \$42.2 million (Prior Years, FY 2015-2018)
- Lansdale - \$11 million (FY 2015-2017)
- Lenni/Morton - \$20.1 million (Prior Years, FY 2015-2017)
- Neshaminy - \$10.75 million (FY 2016 Design; FY 2020-2022 Construction)
- Wayne Junction Static Frequency Converters - \$50 million (FY 2015- 2023)
- Wood - \$27.5 million (FY 2017-2020)
- Yardley - \$10.75 million (FY 2017-2019)

Transit Substations

- Broad - \$6.9 million (2016 Design; FY 2023-2024 Construction)
- Castor - \$2.2 million (2016 Design; FY 2017-2020 Construction)
- Clifton - \$2.4 million (Prior Years, FY 2015-2016)
- Ellen - \$4.8 million (2016 Design; FY 2021-2023 Construction)
- Louden - \$5.5 million (2016 Design; FY 2024-2026 Construction)
- Market - \$9.3 million (2016 Design; FY 2018-2020 Construction)
- Park - \$5.4 million (2016 Design; FY 2017-2019 Construction)
- Ranstead - \$6.5 million (2016 Design; FY 2024-2026 Construction)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	26,389											
CAP	LOC	880											
CAP	1514		37,339										
CAP	LOC		1,245										
CAP	1514			23,083									
CAP	LOC			771									
CAP	1514				17,634								
CAP	LOC				596								
CAP	1514					23,038							
CAP	LOC					768							
CAP	1514						18,752						
CAP	LOC						625						
CAP	1514							17,855					
CAP	LOC							595					
CAP	1514								19,587				
CAP	LOC								653				
CAP	1514									24,045			

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	LOC									770			
CAP	1514									18,392			
CAP	LOC									613			
CAP	1514										19,198		
CAP	LOC										640		
CAP	1514											15,204	
CAP	LOC											507	
		27,269	38,584	23,854	18,230	23,806	19,377	18,450	20,240	24,815	19,005	19,838	15,711
		Total FY2015-2018		107,937		Total FY2019-2022		81,873		Total FY2023-2026		79,369	

MPMS# 60655 **Levittown Intermodal Facility Improvements (B)**

LIMITS Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I, 12A

This project provides for improvements to Levittown Station on the Trenton Regional Rail Line. Levittown Station improvements consist of new high level platforms with canopies, replacement of the station building, parking improvements, storm water management, ADA accessibility improvements, new signage, lighting and passenger amenities. There will also be a new pedestrian overpass to replace the old tunnel, bus shelters and bus loops to promote intermodal access, improved traffic flow and safety for motorists and pedestrians.

The total project cost is \$37.4 million. Funding in the amount of \$7.4 million was provided in prior years.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	7,742											
CAP	LOC	258											
CAP	1514		7,742										
CAP	LOC		258										
CAP	1514			7,742									
CAP	LOC			258									
CAP	1514				5,807								
CAP	LOC				193								
		8,000	8,000	8,000	6,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		30,000		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 **Ardmore Transportation Center**

LIMITS Ardmore Station in Montgomery County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035o

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

The Ardmore Station improvement project will be completed in two phases.

Phase I includes construction of high level boarding platforms, tunnel ADA improvements, elevators, stairs, and ramps to access the platforms; canopies and shelters; passenger amenities; improved lighting; landscaping and site improvements; new signage and paving; and new underground stormwater system in the existing Township parking lot. Demolition of the existing Amtrak station building to facilitate the installation of high level platforms. Phase 1 to include final design of the garage and construction of foundations for the garage (Phase II).

Phase I is being funded with prior year funding, future FTA Section 5310 funding applications, and \$3.5 million in Redevelopment Assistance Capital Program (RACP) funds between Lower Merion Township and the Commonwealth of Pennsylvania. The construction budget for Phase 1 is \$27,500,000.

\$2,789,000 Section 5307 has been programmed in the Lancaster TIP by PennDOT's Bureau of Public Transit. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

Phase II will include the construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, depending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be advanced when funding is identified.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	RACP	3,500												
CON	1514	675												
CON	LOC	22												
		4,197	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			4,197	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLANNING AREA:

IPD: 3

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This program provides for the reconstruction or rehabilitation of bus, transit and regional rail stations and terminals. Program elements may include the total replacement of all station and loop facility components, as well as improvements to or replacement of, station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Transit and Regional Rail Facilities that will be reconstructed/rehabilitated as part of this program include:

Railroad Stations

- Conshohocken Station - \$15 million (FY 2017-2020)
- Devon Station - \$20 million (FY 2026, Future Years)
- East Falls Station - \$19.5 million (FY 2017-2021)
- Hatboro Station - \$6.5 million (FY 2024-2025)
- Jenkintown Station High Level Platforms - \$25.3 million (Prior Years, FY 2020-2023)
- Lawndale Station - \$11.5 million (FY 2024-2025)
- Marcus Hook Station - \$22.5 million (FY 2024-2026, Future Years)
- Roslyn Station - \$6.5 million (FY 2024-2025)
- Secane Station - \$23.1 million (FY 2015-2018)
- Willow Grove Station - \$6.5 million (FY 2017-2022)
- Wyndmoor Station - \$19.5 million (FY 2024-2026)
- Wynnewood Station - \$20 million (FY 2026, Future Years)
- Yardley Station - \$5.5 million (FY 2016-2019)

Transit Stations

- 5th Street Station - \$13 million (Prior Years, FY 2016-2019)
- 19th Street Station - \$9.5 million (FY 2021-2023)
- 69th Street Transportation Center West End Terminal Rehabilitation - \$13 million (Prior Years, FY 2015)
- Fairmount Station - \$18 million (FY 2026, Future Years)
- Hunting Park Station - \$5.5 million (FY 2024-2025)
- Margaret-Orthodox Station - \$32.3 million (FY 2015-2017)
- Wyoming Avenue Station - \$5 million (FY 2017-2020)

Bus Loop Program - \$7.3 million (FY 2015-2020)

Center City Concourses Improvements - \$53.5 million (FY 2015-2026)

Elevator/Escalator Program - \$22.8 million (FY 2024-2026, Future Years)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	1,637											
CAP	1514	14,661											
CAP	LOC	489											
CAP	5307												
CAP	1514		16,559										
CAP	LOC		603										
CAP	5307			1,600									
CAP	1514			20,043									
CAP	LOC			651									
CAP	5307				1,600								
CAP	1514				14,361								
CAP	LOC				479								
CAP	5307					4,800							

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; fencing; and grade crossing improvements.
- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.
- Signals and Communications Systems: Rehabilitation of signal systems and select communications equipment.
- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.
- Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, bridges and other support functions.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ERC	1514	34,355											
ERC	LOC	1,145											
ERC	1514		34,355										
ERC	LOC		1,145										
ERC	1514			34,355									
ERC	LOC			1,145									
ERC	1514				34,355								
ERC	LOC				1,145								
ERC	1514					34,355							
ERC	LOC					1,145							
ERC	1514						34,355						
ERC	LOC						1,145						
ERC	1514							34,355					
ERC	LOC							1,145					
ERC	1514								34,355				
ERC	LOC								1,145				
ERC	1514									34,355			
ERC	LOC									1,145			
ERC	1514										34,355		
ERC	LOC										1,145		
ERC	1514											34,355	
ERC	LOC											1,145	
		35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500	35,500
		Total FY2015-2018		142,000		Total FY2019-2022		142,000		Total FY2023-2026		142,000	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M10

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the annual acquisition of different size buses based upon needs and route characteristics including vehicles that have exceeded their useful life and are in need of replacement. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years and 4) Introduction of new technology to the fleet.

SEPTA's current bus fleet includes hybrid (diesel/electric) buses. Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration. Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

SEPTA applied for and has been awarded a Federal Transit Administration (FTA) grant for Section 5312 Low or No Emission Vehicle Deployment program. SEPTA has received \$2,585,075 in FTA funds to support a \$23,857,075 project. This is a competitive grant that will support the purchase of 25 forty-foot zero-emission all-electric buses and related equipment, e.g. charging stations at the bus depot and along the bus routes. These all-electric buses will be deployed on SEPTA Bus Routes 29 and 79 in South Philadelphia. The \$2,585,075 will fund the difference in cost between a diesel-hybrid electric vehicle and an all-electric vehicle.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5339	8,234											
PUR	5307	25,814											
PUR	1514	12,369											
PUR	LOC	414											
PUR	5307		37,248										
PUR	5339		8,234										
PUR	1514		35,723										
PUR	LOC		1,190										
PUR	5312		2,585										
PUR	5339			8,234									
PUR	1514			23,715									
PUR	LOC			791									
PUR	5339				8,234								
PUR	1514				27,654								
PUR	LOC				922								
PUR	5307					30,683							
PUR	5339					8,234							
PUR	1514					11,475							
PUR	LOC					383							
PUR	5307						30,683						
PUR	5339						8,234						
PUR	1514							13,549					

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	LOC					452							
PUR	5339						8,234						
PUR	5307						30,683						
PUR	1514						13,549						
PUR	LOC						452						
PUR	5307							30,683					
PUR	5339							8,234					
PUR	1514							13,549					
PUR	LOC							452					
PUR	5307								30,683				
PUR	5339								8,234				
PUR	1514								13,549				
PUR	LOC								452				
PUR	5307									30,683			
PUR	5339									8,234			
PUR	1514									13,549			
PUR	LOC									452			
PUR	5307										30,683		
PUR	5339										8,234		
PUR	1514										13,549		
PUR	LOC										452		
PUR	5307											30,683	
PUR	5339											8,234	
PUR	1514											13,549	
PUR	LOC											452	
PUR	5307												30,683
PUR	5339												8,234
PUR	1514												13,549
PUR	LOC												452
		46,831	84,980	32,740	36,810	50,775	52,918	52,918	52,918	52,918	52,918	52,918	52,918
		Total FY2015-2018		201,361		Total FY2019-2022		209,529		Total FY2023-2026		211,672	

MPMS# 90600 SEPTA Reserve Line Item

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

State and local funding is being reserved to match discretionary federal grant applications, which SEPTA has submitted for funding consideration.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514												
CAP	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		0		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station* Return

LIMITS Exton Station in Chester County No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township FC: AQ Code:2025O

PLANNING AREA: Growing Suburb IPD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding Adding Subcorr(s): 7E

This project, which will be advanced in Phases, will provide for the construction of high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line.

Phase I will include the construction of high-level platforms with canopies and wind screens, and a station building. The platforms, stairs, ramps, sidewalks and pathways will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided as part of the project. The total cost of Phase I is \$17.7 million. Of that amount, \$5.7 million is programmed in FY 2015-2017 and the balance is being provided by prior year funds.

\$10,581,000 in FY15 federal funds for this project are programmed in two other different TIPs outside the DVRPC region by PennDOT's Bureau of Public Transit; \$2,566,000 million in the Harrisburg TIP and \$8,015,000 in the Lancaster TIP. Federal funds associated with a specific Urbanized Area (UZA) is not-transferable to another UZA. This Program benefits the Keystone Corridor and as such the program is eligible for Federal Keystone Corridor Funds.

Phase 2 includes a fully accessible, multi-level, parking garage with pathways to the station platforms and bus circulation loops with shelters. The total cost of Phase II, in the amount of \$39.5 million, is programmed in FY 2018-2022.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	2,876											
CAP	LOC	95											
CAP	1514		1,500										
CAP	LOC		51										
CAP	1514			1,169									
CAP	LOC			38									
CAP	1514				1,936								
CAP	LOC				64								
CAP	1514					5,584							
CAP	LOC					186							
CAP	1514						11,129						
CAP	LOC						371						
CAP	1514							11,274					
CAP	LOC							376					
CAP	1514								8,303				
CAP	LOC								277				
		2,971	1,551	1,207	2,000	5,770	11,500	11,650	8,580	0	0	0	0
		Total FY2015-2018			7,729	Total FY2019-2022		37,500	Total FY2023-2026			0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Improvement Program*

LIMITS System-wide bridges

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program will replace or rehabilitate SEPTA's bridges. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line 5 Bridges - \$30 million (FY 2024-2026, Future Years)
- Chestnut Hill West Regional Rail Line Bridge 0.35 replacement - \$7.6 million (Prior Years, FY 2015)
- Chestnut Hill West Regional Rail Line 7 Bridges - \$35 million (FY 2016-2020)
- Media/Elwyn Regional Rail Line Crum Creek Viaduct Replacement - \$77.5 million (Prior Years, FY 2015-2020)
- Media/Elwyn Regional Rail Line, Viaduct Timber Replacement and Painting - \$43.3 million (Prior Years, FY 2015-2019)
- Norristown High Speed Line (NHSL) Bridge 0.15 Replacement - \$15.5 million (FY 2016-2020)
- Norristown High Speed Line (NHSL) Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$30.5 million (FY 2020-2024)
- Regional Rail Mainline, 30th Street Station to Suburban Station over Schuylkill River - \$56 million (FY 2022-2026)
- Regional Rail Line Stone Arch Bridges - \$8.8 million (Prior Years, FY 2015-2017)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	36,678											
CAP	LOC	1,222											
CAP	1514		27,194										
CAP	LOC		906										
CAP	1514			19,587									
CAP	LOC			653									
CAP	1514				14,516								
CAP	LOC				484								
CAP	1514					17,178							
CAP	LOC					572							
CAP	1514						16,036						
CAP	LOC						534						
CAP	1514							14,032					
CAP	LOC							468					
CAP	1514								14,323				
CAP	LOC								477				
CAP	1514									14,245			
CAP	LOC									475			
CAP	1514										14,255		
CAP	LOC										475		
CAP	1514											14,419	
CAP	LOC											481	
CAP	1514												13,694
CAP	LOC												456
		37,900	28,100	20,240	15,000	17,750	16,570	14,500	14,800	14,720	14,730	14,900	14,150
		Total FY2015-2018		101,240		Total FY2019-2022		63,620		Total FY2023-2026		58,500	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 *Track Improvement Program* New

LIMITS Regionwide No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: FC: AQ Code:M9

PLANNING AREA: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 359 one-way route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects across the transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers.

- Market-Frankford Elevated (MFSE) Bridge Street Yard - \$3 million (FY 2022-2023)
- Media-Sharon Hill Line (MSHL) Yard Tracks - \$3 million (FY 2019)
- Norristown High Speed Line (NHSL) Track and Equipment - \$26 million (Prior Years, FY 2015-2021)
- Norristown Regional Rail Line 3rd Track - \$32.3 million (FY 2025-2026, Future Years)
- Regional Rail Special Works Program - \$2 million (FY 2023)
- Rt. 11 & Rt. 36 Track Renewal - \$5.7 million (FY 2023-2024)
- Rt. 15 Girard Ave. & Richmond St. Track Renewal - \$3.4 million (FY 2015-2016)
- Rt. 102 Woodlawn Avenue Track Renewal - \$4.4 million (Prior Years, FY 2015-2016)
- Subway-Surface Trolley Tunnel - \$6.6 million (FY 2015-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	2,744											
CAP	1514	8,174											
CAP	LOC	272											
CAP	5337												
CAP	1514		5,590										
CAP	LOC		187										
CAP	1514			3,871									
CAP	LOC			129									
CAP	1514				6,774								
CAP	LOC				226								
CAP	1514					3,871							
CAP	LOC					129							
CAP	1514						3,871						
CAP	LOC						129						
CAP	1514							3,871					
CAP	LOC							129					
CAP	1514								4,113				
CAP	LOC								137				
CAP	1514									4,839			
CAP	LOC									161			
CAP	1514										4,307		
CAP	LOC										143		
CAP	1514											4,065	
CAP	LOC											135	
CAP	1514												4,439
CAP	LOC												148
		11,190	5,777	4,000	7,000	4,000	4,000	4,000	4,250	5,000	4,450	4,200	4,587
		Total FY2015-2018			27,967	Total FY2019-2022			16,250	Total FY2023-2026			18,237

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102566 *Route 23 and 56 Rail Restoration*

New

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This project provides for a feasibility study and preliminary engineering for the restoration of trolley service to Routes 23 and 56. These routes are located in the City of Philadelphia and are currently served by buses.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ERC	1514												1,936	
ERC	LOC												64	
		0	0	0	0	0	0	0	0	0	0	0	2,000	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			2,000

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Improvement Program

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLANNING AREA:

IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This program will improve maintenance and transportation facility, and station building roofs. Currently programmed projects include:

- 2nd & Wyoming / Berridge Shop - \$15.8 million (Prior Years, FY 2015-2017)
- 69th Street Terminal / MSHL Shop - \$14.1 million (Prior Years, FY 2015-2020)
- 5800 Bustleton Maintenance Shop - \$1.8 million (FY 2021-2023)
- Broad Substation Roof - \$2 million (FY 2016-2018)
- Callowhill Bus Garage - \$11.8 million (Prior Years, FY 2015-2017)
- Comly Bus Facility - \$7.7 million (FY 2022-2024)
- Courtland Shop - \$7.2 million (FY 2019-2021)
- Frazer Shop - \$6.8 million (FY 2016-2020)
- Frontier Bus Facility - \$3.5 million (FY 2016-2019)
- Norristown High Speed Line (NHSL) Car Shop - \$7 million (FY 2021-2023)
- Overbrook Maintenance Facility - \$7.6 million (FY 2016-2019)
- Roberts Carhouse & Car Wash Roof - \$1.7 million (Prior Years, FY 2015)
- Sansom Substation Roof - \$2 million (FY 2016-2018)
- Southern Bus Facility - \$7.7 million (FY 2021-2023)
- Stations Roof Program - \$7 million (FY 2024-2025, Future Years)
- Temple Station - \$1.5 million (FY 2015)
- Woodland Rail Shop - \$6.1 million (FY 2016-2019)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	8,861											
CAP	LOC	295											
CAP	1514		6,770										
CAP	LOC		225										
CAP	1514			12,545									
CAP	LOC			418									
CAP	1514				10,258								
CAP	LOC				342								
CAP	1514					12,000							
CAP	LOC					400							
CAP	1514						8,952						
CAP	LOC						298						
CAP	1514							6,968					
CAP	LOC							232					
CAP	1514								7,597				
CAP	LOC								253				
CAP	1514									5,565			
CAP	LOC									185			
CAP	1514										5,419		
CAP	LOC										181		
CAP	1514											5,516	
CAP	LOC											184	
CAP	1514												1,839
CAP	LOC												61
		9,156	6,995	12,963	10,600	12,400	9,250	7,200	7,850	5,750	5,600	5,700	1,900
		Total FY2015-2018		39,714		Total FY2019-2022		36,700		Total FY2023-2026		18,950	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLANNING AREA:

IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; construction of a new transportation building; and paving improvements. Currently programmed projects include:

- 69th Street Terminal Bus Road - \$1 million (FY 2015-2016)
- Allegheny Fire Suppression - \$5.1 million (Prior Years, FY 2015-2016)
- Allegheny Washer - \$3.6 million (Prior Years, FY 2015-2017)
- Boiler Program - \$16.5 million (Prior Years, FY 2015-2026)
- Bus Lift Program - \$10 million (2023-2026, Future Years)
- Frankford Transportation Building - \$2.7 million (Prior Years, FY 2015-2016)
- Frazer Washer - \$3.4 million (FY 2016-2019)
- Frontier Paving - \$1.3 million (FY 2025)
- Frontier Washer - \$1.75 million (FY 2017-2019)
- Garage and Shop Door Replacement Program - \$6.3 million (FY 2023-2026, Future Years)
- Lift Program - \$10 million (FY 2023-2026, Future Years)
- Midvale Washer - \$3.6 million (Prior Years, FY 2015-2016)
- Overbrook Washer - \$3.2 million (FY 2024-2025)
- Pump Room Program - \$10 million (FY 2023-2026, Future Years)
- Southern Depot Paving - \$3 million (FY 2016-2017)
- Steel Wheel Lift Program - \$18 million (FY 2015-2026)
- Storage Tank Program - \$20 million (FY 2015-2026)
- Washer Program - \$7 million (FY 2023-2026, Future Years)
- Wheel Truing Program - \$15 million (FY 2015-2026)
- Woodland Fire Suppression - \$2.8 million (Prior Years, FY 2015-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,535											
CAP	LOC	185											
CAP	1514		6,329										
CAP	LOC		211										
CAP	1514			6,232									
CAP	LOC			208									
CAP	1514				5,323								
CAP	LOC				177								
CAP	1514					5,807							
CAP	LOC					193							
CAP	1514						6,242						
CAP	LOC						208						
CAP	1514							6,242					
CAP	LOC							208					
CAP	1514								7,210				
CAP	LOC								240				
CAP	1514									7,210			
CAP	LOC									240			
CAP	1514										10,094		
CAP	LOC										336		
CAP	1514											12,552	
CAP	LOC											418	
CAP	1514												15,194

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	LOC													506
		5,720	6,540	6,440	5,500	6,000	6,450	6,450	7,450	7,450	10,430	12,970	15,700	
		Total FY2015-2018			24,200	Total FY2019-2022			26,350	Total FY2023-2026			46,550	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 **Communications & Signal Improvements**

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair. As part of this program, SEPTA will rehabilitate various grade crossings and interlockings, upgrade the Computer Aided Radio Dispatch (CARD) system, and begin installing real-time passenger information systems at railroad and transit stations. Currently programmed projects include:

- Arsenal Interlocking - \$27 million (FY 2017-2021)
- Beth Interlocking - \$14 million (FY 2017-2023)
- Broad Street Subway Ridge Spur Signals - \$6.5 million (Prior Years, FY 2015-2018)
- CARD System Replacement - \$32.5 million (FY 2016-2022)
- Hunt/Wayne Interlocking - \$14 million (FY 2016-2023)
- Information Technology Program - \$60 million (FY 2015-2026)
- Media-Sharon Hill Line (MSHL) Grade Crossing Improvements - \$3.4 million (Prior Years, FY 2015-2017)
- Media-Sharon Hill Line (MSHL) Signals and Interlocking Improvements - \$35.2 million (Prior Years, FY 2015-2019)
- Real Time Information / AVPA - \$26.5 million (FY 2015-2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	17,758											
CAP	LOC	592											
CAP	1514		16,227										
CAP	LOC		541										
CAP	1514			17,700									
CAP	LOC			590									
CAP	1514				14,429								
CAP	LOC				481								
CAP	5307					4,000							
CAP	1514					10,452							
CAP	LOC					348							
CAP	5307						4,000						
CAP	1514						10,094						
CAP	LOC						336						
CAP	5307							4,000					
CAP	1514							15,555					
CAP	LOC							518					
CAP	5307								4,000				
CAP	1514								21,578				
CAP	LOC								719				
CAP	5307									3,160			
CAP	1514									17,749			
CAP	LOC									591			
CAP	5307										936		
CAP	1514										15,546		
CAP	LOC										518		
CAP	1514											10,645	
CAP	LOC											355	
CAP	1514												10,645
CAP	LOC												355

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

18,350	16,768	18,290	14,910	14,800	14,430	20,073	26,297	21,500	17,000	11,000	11,000
Total FY2015-2018		68,318		Total FY2019-2022		75,600		Total FY2023-2026		60,500	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102573 *Catenary Improvements*

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program will replace and upgrade catenary throughout the SEPTA system. This will bring power subsystems to a state of good repair. Currently programmed projects include:

- 30th Street to Arsenal Interlocking - \$4.3 million (FY 2016-2018)
- 30th Street West - \$77 million (FY 2015-2022)
- Airport Line - \$7 million (FY 2023-2026)
- Arsenal Interlocking Design - \$500,000 (FY 2016-2018). Construction funding programmed under MPMS #99998.
- Chestnut Hill East Line - \$5.5 million (FY 2024-2026)
- Fox Chase Line - \$2.8 million (FY 2023)
- Media/Elwyn Line - \$10.7 million (Prior Years, FY 2015-2016)
- System-Wide Catenary Feeder Lines - \$7 million (FY 2023-2026)
- Wayne Junction Yard - \$1.3 million (FY 2020-2021)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	2,052											
CAP	1514	7,129											
CAP	LOC	238											
CAP	5337												
CAP	1514		8,181										
CAP	LOC		271										
CAP	1514			7,423									
CAP	LOC			247									
CAP	1514				13,111								
CAP	LOC				436								
CAP	1514					11,052							
CAP	LOC					368							
CAP	1514						6,619						
CAP	LOC						221						
CAP	1514							9,997					
CAP	LOC							333					
CAP	1514								13,605				
CAP	LOC								454				
CAP	1514									7,732			
CAP	LOC									258			
CAP	1514										5,807		
CAP	LOC										193		
CAP	1514											4,839	
CAP	LOC											161	
CAP	1514												4,258
CAP	LOC												142
		9,419	8,452	7,670	13,547	11,420	6,840	10,330	14,059	7,990	6,000	5,000	4,400
		Total FY2015-2018		39,088		Total FY2019-2022		42,649		Total FY2023-2026		23,390	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 103626 *Resiliency Program*

New

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLANNING AREA:

IPD:

PROJECT MANAGER: CMP:

On September 22, 2014, approximately \$3.6 billion was made available by the FTA under the Public Transportation Emergency Relief Program (Section 5324) for 40 competitively selected projects, in response to Hurricane Sandy that affected mid-Atlantic and northeastern states in October 2012. SEPTA was selected to receive \$86,758,000 in federal funds to advance projects which intend to protect public transportation infrastructure that have been repaired or rebuilt after Hurricane Sandy or that is at risk of being damaged or destroyed by a future natural disaster. These projects are as follows:

1. Sharon Hill Line Flood Mitigation - \$5 million total
2. Subway Pump Room Emergency Power - \$5 million total
3. Manayunk/Norristown Line Shoreline Stabilization - \$6 million total
4. Ancillary Control Center - \$12 million total
5. Flood Mitigation at Jenkintown - \$19.9 million total
6. Railroad Embankment/Slope Stabilization - \$25 million total
7. Railroad Signal Power Reinforcement - \$42.7 million total

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5324	66,428											
CAP	1514	22,714											
CAP	LOC	757											
CAP	5324		20,428										
CAP	1514		5,272										
CAP	LOC		176										
		89,899	25,876	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		115,775		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 105572 *Lansdale Area Improvements*

New

LIMITS Lansdale Train Station and 9th Street Train Station

No Let Date

IMPROVEMENT Transit Improvements

MRPID:CG

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:2020M

PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP:

This program contains the 9th Street Station project and the Lansdale Parking Garage.

The 9th Street Station Project is located on the Doylestown Regional rail Line and is being constructed as a cooperative effort between SEPTA, the Borough of Lansdale, and the Lansdale Parking Authority. The new station will help to alleviate the loss of parking during construction of the Lansdale Station. The station will be located north of Lansdale Station west of the intersection of 9th and Shaw Avenue where 9th Street currently terminates at the railroad ROW. The station will be fully ADA compliant. Lansdale Borough will be constructing a parking lot, adjacent to the 9th Street Station, which will be owned and operated by the borough of Lansdale and the Lansdale Parking Authority.

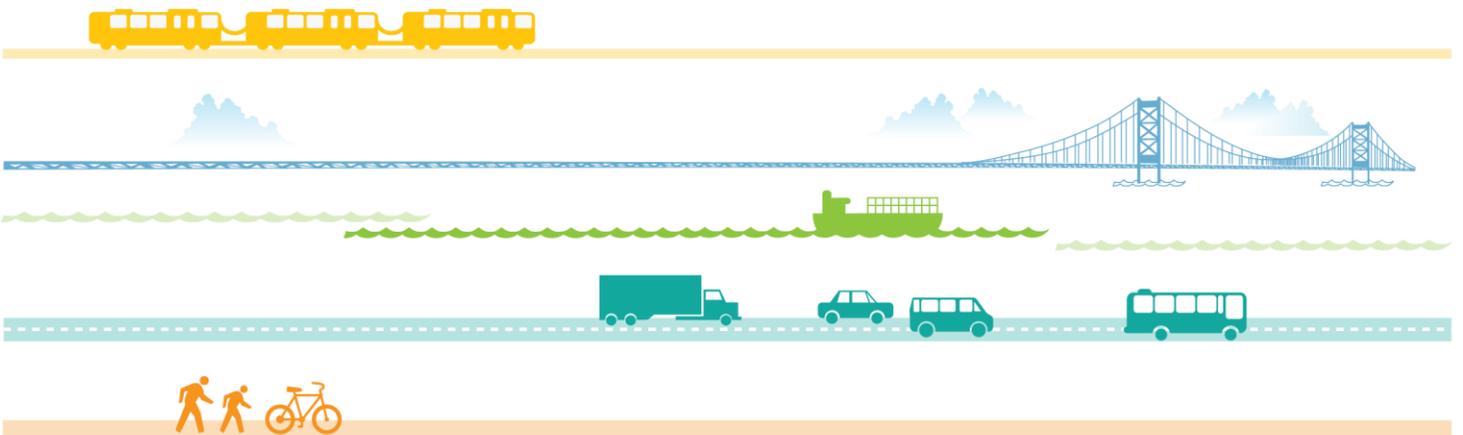
The Lansdale Parking garage project will increase parking capacity by approximately 305 from just under 500 spaces to just over 800 spaces and include improvements to the station's main entrance, provide a pedestrian overpass for a direct connection to the Madison Avenue TOD project, and also include other enhancements to the station area. The Parking garage project was originally included under MPMS #60540 - Parking Improvement program, but has been moved to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	3,919											
CAP	LOC	131											
CAP	1514		7,684										
CAP	LOC		256										
CAP	1514			18,387									
CAP	LOC			613									
CAP	1514				14,419								
CAP	LOC				481								
		4,050	7,940	19,000	14,900	0	0	0	0	0	0	0	0
		Total FY2015-2018			45,890	Total FY2019-2022			0	Total FY2023-2026			0

Total For SEPTA	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$618,319	\$613,870	\$572,509	\$598,363	\$2,403,061	\$2,384,679	\$2,394,781

INTERSTATE MANAGEMENT PROGRAM FOR THE FY2015 TIP FOR DVRPC SUBREGION



Final Version Modified After July 2014 Adoption

Roadmap for the I-95 Reconstruction Project in Philadelphia

More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue. I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Appropriate pedestrian, bicycle, and transit facilities may be expanded depending on the particular construction section. This I-95 reconstruction has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS#s (most appear in the Statewide Interstate Management Program (IMP) and some appear in the DVRPC Regional Highway Program of the TIP). This roadmap provides additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects that may not be currently active and do not appear in the IMP or Regional Highway Program of the TIP.

Sections	Subsections	MPMS #	Limits	Construction Amount Programmed in the FY2015 TIP for PA ('000)			
				First FY (2015-18)	Second FY (2019-2022)	Third FY (2023-26)	Total Amount Programmed
Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	Design Parent Project (FD and UTL) in current TIP. No construction.			
	GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn				\$ 10,000
	GR1	79686	I-95: Columbia Ave. to Ann St.	\$ 10,000	\$ 13,048		\$ 23,048
	GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$ 5,000			\$ 5,000
	GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$ 147,130*			\$ 147,130*
	GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 10,000	\$ 180,000	\$ 180,067	\$ 370,067
	GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 58,410	\$ 192,000	\$ 250,410
	GR6	102304	I-95 Race - Shackamaxon Sts.		\$ 11,940		\$ 11,940
	GR7	102305	I-95 Corridor ITS/ATMS	\$ 6,365			\$ 6,365
Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek (Design)	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.			\$ 56,444	\$ 56,444
	AF2	79912	I-95: Allegheny Ave. Interchange (Tioga Street to the railroad bridge south of Frankford Creek, southbound on-ramp from Betsy Ross Bridge over Castor Avenue, and southbound off-and on-ramps from Allegheny Avenue)			\$ 120,164	\$ 120,164
Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (Design)	Design Parent Project (FD, UTL, and ROW) in Statewide IMP. No construction.			
	BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 160,000			
	BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)		\$ 130,000	\$ 171,411	\$ 301,411
	BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaeaf Lane to I-95 north of Margaret St.		\$ 99,037	\$ 168,000	\$ 267,037
Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	Design Parent Project (FD, UTL, and ROW) in Statewide IMP. No construction.			
	BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 88,056			\$ 88,056
	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 79,222	\$ 79,222		\$ 158,444
	BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	Design Parent Project (UTL) in Statewide IMP. No construction.			
	CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				\$ 29,972
	CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$ 14,000			\$ 14,000

- Light yellow shading denotes project is currently programmed in the DVRPC Regional Highway Program.
- Dark yellow shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.
- Light orange shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.
- Dark orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
- Pink shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide IMP.

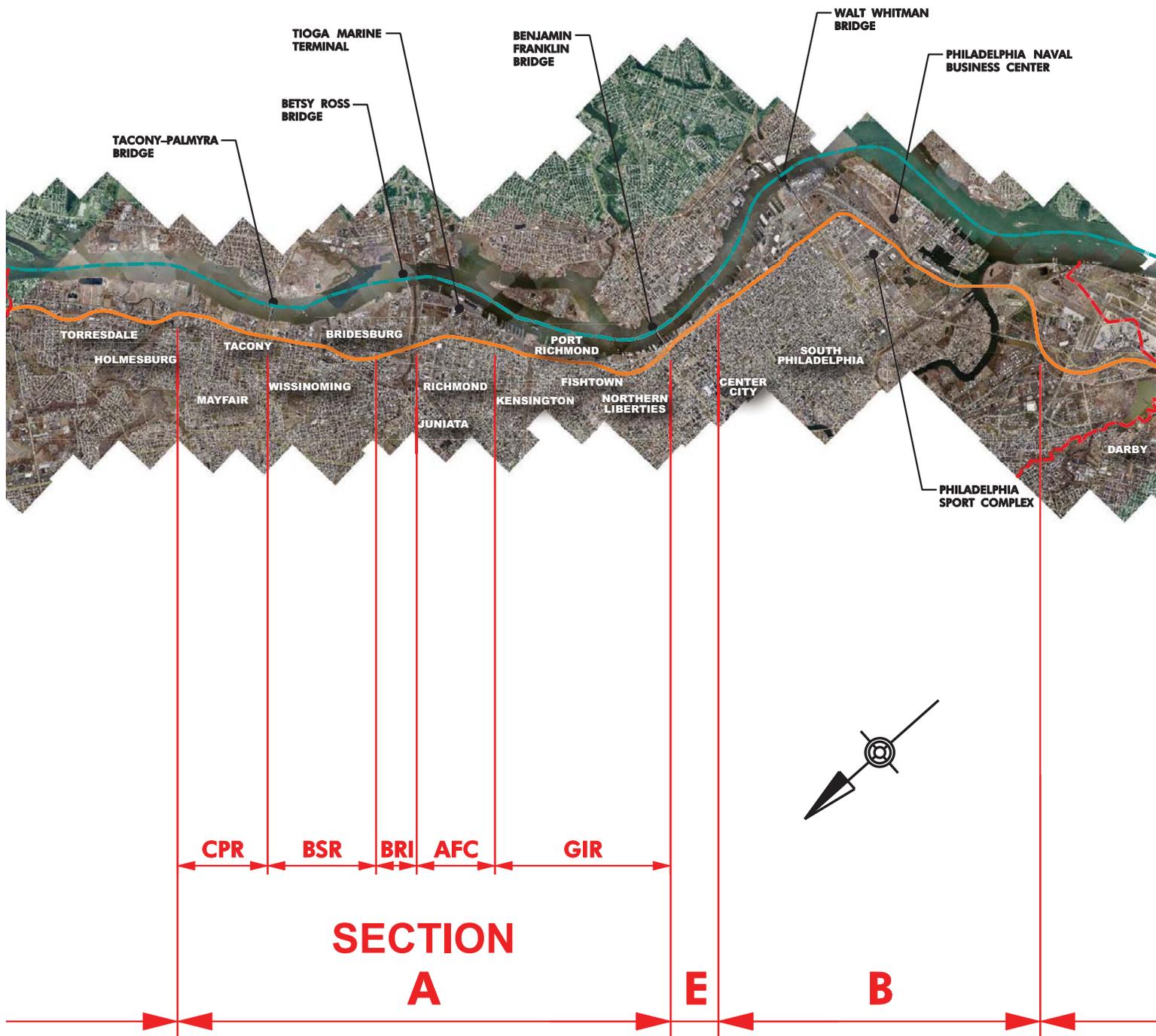
Abbreviations: PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project Management System); N (North); S (South)

Notes:

1. The amount programmed for construction does not reflect the total cost of the entire project and its sections.
2. The asterisk (*) indicates that funds are programmed for conversion purposes, which provides the state greater flexibility in spending Federal funds. The state is permitted to convert an advance-constructed project to a Federal-aid project in stages instead of all at once on a single future date.
3. See the location map of Philadelphia's I-95 Reconstruction Project in the IMP section of the TIP, and visit the website, <http://www.95revive.com>, for further information on the I-95 Reconstruction project.

I-95 Reconstruction in Philadelphia

CITY OF PHILADELPHIA



Source: Graphic provided by Michael Baker Jr., Inc. for PennDOT District 6-0.
 See I-95 Reconstruction Project Section A Roadmap for programming information on previous page.
 For more information, go to www.95revive.com.

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLANNING AREA Developed Community; Core City

IPD: 6

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP). The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge Off Ramp and along US 322 from the I-95 interchange to SR 452 (Market Street) to the west. Among other safety issues, a major weave across three high volume lanes of traffic occurs when vehicles enter I-95 from US 322 eastbound and are destined to US 322 eastbound and the Commodore Barry Bridge. The area along I-95 has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB. The project will also entail the bridge rehabilitation or replacement of five existing bridges including Highland Avenue over I-95 and the US 322 bridge over CSXT.

This project is integral to the Delaware Valley Freight Corridors Initiative.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581-IM	0	0	0	0	0	0	0	0	3,000	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				3,000			

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 90099 *I-76 o/ Righters Ferry Rd (Bridge)*

LIMITS: Montgomery County, West City Ave Interchange

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 0

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Righters Ferry Road.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185-IM	464												
FD	185-IM			836										
ROW	185-IM			109										
UTL	185-IM			109										
CON	185-IM					5,871								
		464	0	1,054	0	0	5,871	0	0	0	0	0	0	
		Total FY2015-2018			1,518		Total FY2019-2022			5,871	Total FY2023-2026			0

MPMS# 90100 *I-76 o/ Waverly Road (Bridge)*

LIMITS: Montgomery County; 2mi West of Gladwyne

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Waverly Road.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185-IM	361												
FD	185-IM			650										
ROW	185-IM			109										
UTL	185-IM			109										
CON	185-IM					4,179								
		361	0	868	0	0	4,179	0	0	0	0	0	0	
		Total FY2015-2018			1,229		Total FY2019-2022			4,179	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 91571 I-76 o/ Mill Cr & Mill Rd (Bridge)

LIMITS: Lower Merion Township, Montgomery County

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will rehabilitate or replace the structurally deficient bridge on Schuylkill Avenue over Mill Creek and Mill Creek Road in Lower Merion Township, Montgomery County.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185-IM	567													
FD	185-IM			1,022											
ROW	185-IM			109											
UTL	185-IM			109											
CON	185-IM					6,567									
		567	0	1,240	0	0	6,567	0	0	0	0	0	0		
		Total FY2015-2018			1,807	Total FY2019-2022				6,567	Total FY2023-2026				0

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Montgomery	\$1,392	\$0	\$3,162	\$0	\$4,554	\$16,617	\$0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47394 *I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095*

LIMITS: Levick St. to Bleigh Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.4 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 memoranda on supplemental CMP strategies for details related to this project. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP-I	1,800												
UTL	581-IM	200												
		2,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,000		Total FY2019-2022			0		Total FY2023-2026		0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 **Bridge Street Design (Section BSR)(IMP) SR:0095**

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section. The overall section improvements of BSR consist of eliminating the lane drop at the James St. Ramp in the southbound direction and eliminating the add lane at the Bridge St. acceleration ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections. See MPMS #87784 for the local street construction work for this section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, and 87784.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP-I		7,830												
FD	581-IM*		870												
FD	NHPP-I			5,400											
FD	581-IM			600											
ROW	NHPP-I	4,515													
ROW	581-IM	502													
ROW	NHPP-I		4,515												
ROW	581-IM		502												
		5,017	13,717	6,000	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			24,734	Total FY2019-2022				0	Total FY2023-2026				0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 **I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095**

LIMITS: Wheatshaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatshaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, and 79905.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP-I	2,400											
FD	581-IM	600											
FD	NHPP-I		3,200										
FD	581-IM		800										
ROW	NHPP-I	5,635											
ROW	581-IM	626											
		9,261	4,000	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		13,261		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 **I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095**

LIMITS: Ann St. to Wearsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95. The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. Also included is complete reconstruction and widening of the existing pavement, reconstruction or redecking of all existing bridges, elimination of a multi-span two-lane ramp viaduct over Castor Avenue, and widening of Westmoreland Street to five lanes between Bath Road and Thompson Street. The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581-IM			500									
PE	581-IM				3,000								
PE	581-IM						3,563						
FD	581-IM					4,000							
FD	581-IM						10,000						
FD	581-IM							10,000					
FD	581-IM								10,000				
FD	581-IM									22,341			
ROW	581-IM					2,637							
ROW	581-IM						2,000						
UTL	581-IM					2,914							
UTL	581-IM						1,000						

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

	0	0	500	3,000	9,551	16,563	10,000	10,000	22,341	0	0	0
Total FY2015-2018			3,500		Total FY2019-2022		46,114		Total FY2023-2026		22,341	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 **I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)**

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent). This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581-IM	1,125											
CON	NHPP-I		6,300										
CON	581-IM		2,191										
CON	NHPP-I			6,300									
CON	581-IM			700									
		1,125	8,491	7,000	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		16,616		Total FY2019-2022				0			
						Total FY2023-2026				0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 **I-95 Northbound: Columbia-Ann St N (GR3)**

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12→-0→ lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10→-0→) will be replaced with full width shoulders (varies up to 12→-0→). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I	61,339													
CON	NHPP-I		33,661												
CON	NHPP-I			30,000											
CON	NHPP-I				22,130										
		61,339	33,661	30,000	22,130	0	0	0	0	0	0	0	0		
		Total FY2015-2018			147,130	Total FY2019-2022				0	Total FY2023-2026				0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 **I-95 Southbound: Columbia-Ann St N (GR4)**

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12--0- lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10--0-) will be replaced with full width shoulders (varies up to 12--0-). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	NHPP-I		4,297												
UTL	581-IM		477												
UTL	NHPP-I			4,297											
UTL	581-IM			477											
CON	NHPP-I				10,000										
CON	NHPP-I					45,000									
CON	NHPP-I						45,000								
CON	NHPP-I							45,000							
CON	NHPP-I								45,000						
CON	NHPP-I									180,067					
		0	4,774	4,774	10,000	45,000	45,000	45,000	45,000	180,067	0	0	0		
		Total FY2015-2018				19,548	Total FY2019-2022				180,000	Total FY2023-2026			180,067

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95: Race - Shackamaxon (GR5)

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connections with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. This project will be split into two different sections (GR5 and GR6 - northbound and southbound) for letting purposes on the future (see MPMS #102304). Overall cost of the Race to Shackamaxon section is approximately \$300 million for both northbound and southbound directions.

Construction programming extends beyond the 12-year period. \$137,000,000 total is cash-flowed from FY2027 to FY2030 and is part of the construction cost.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP-I		3,960										
ROW	581-IM*		440										
ROW	NHPP-I			3,960									
ROW	581-IM*			440									
UTL	NHPP-I					5,217							
UTL	581-IM					580							
UTL	NHPP-I						5,217						
UTL	581-IM						580						
CON	NHPP-I							10,410					
CON	NHPP-I								48,000				
CON	NHPP-I									192,000			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	4,400	4,400	0	5,797	5,797	10,410	48,000	192,000	0	0	0
		Total FY2015-2018			8,800	Total FY2019-2022			70,004	Total FY2023-2026			192,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812). The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed to the existing ramp system. In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NH	54,441											
CON	NHPP	1,201											
CON	SPK-NH		54,635										
CON	SPK-NH			30,000									
CON	SPK-NH				30,000								
		55,642	54,635	30,000	30,000	0	0	0	0	0	0	0	0
		Total FY2015-2018		170,277		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 *I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)*

LIMITS: Wheatshaeaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacement, removal and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A&C, as well as associated track, signal and communication work required. In addition to the work associated with the Conrail bridges, this contract includes the replacements of both Ramp A and Ramp B structures including approach roadway work. Additional highway work includes the reconstruction of Aramingo Avenue from the Conrail Bridge south of Frankford Creek to Duncan Street including the bridge replacement over Frankford Creek. Also included is the construction of the Adams Avenue and associated ramps to connect the I-95 and Betsy Ross ramps to both Aramingo and Adams Avenue. Transmission tower, signal and communication relocations are anticipated for the replacement of the Conrail Bridge over I-95. Other utility relocations including the PWD, PECO, and PGW are required within Aramingo Avenue. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I					10,000									
CON	NHPP-I						40,000								
CON	NHPP-I							40,000							
CON	NHPP-I								40,000						
CON	NHPP-I									171,411					
		0	0	0	0	10,000	40,000	40,000	40,000	171,411	0	0	0		
		Total FY2015-2018				0	Total FY2019-2022				130,000	Total FY2023-2026			171,411

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline (BR3)**

LIMITS: Wheatshaeaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). Project includes the mainline construction (NB and SB) from Wheatshaeaf Lane to SR 0095 north of Margaret St. This contract will remove the collector/distributor ramps which connect the local street systems to I-95 and the Betsy Ross Bridge. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek and construction of an I-95 Viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 353,000 SF of SD bridge deck. A relief Ramp YY will also be constructed from I-95 NB to the local street system (Orthodox Street). PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

Construction extends beyond the 12-year period. \$130,000,000 total is cash-flowed from FY2027 to FY2030 for construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I						15,037						
CON	NHPP-I							42,000					
CON	NHPP-I								42,000				
CON	NHPP-I									168,000			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	0	0	0	0	15,037	42,000	42,000	168,000	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			99,037	Total FY2023-2026		168,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 **I-95: Kennedy to Levick (Section BS1) (IMP)**

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811). The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street via a new Carver Street underpass;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street, Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of Carver Street; and
- Install a new traffic signal at the intersection of Tacony Street and Carver Street

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, and 87784.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I		29,352												
CON	NHPP-I			29,352											
CON	NHPP-I				29,352										
		0	29,352	29,352	29,352	0	0	0	0	0	0	0	0		
		Total FY2015-2018			88,056			Total FY2019-2022			0			Total FY2023-2026	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 *I-95: Margaret to Kennedy (Section BS2) (IMP)*

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811). This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. This includes the replacement of the viaduct that carries I-95 over Tacony Street and Bridge Street; (2) reconstruct the Bridge Street northbound on-ramp and replace the ramp bridge over Tacony Street and Bridge Street; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; and (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, and 87784.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I			39,611									
CON	NHPP-I				39,611								
CON	NHPP-I					39,611							
CON	NHPP-I						39,611						
		0	0	39,611	39,611	39,611	39,611	0	0	0	0	0	0
		Total FY2015-2018			79,222	Total FY2019-2022			79,222	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79911 **I-95: Allegheny Ave Interchange Advance Contract (AFI)**

LIMITS: Allegheny Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813). Project includes the local road improvements in support of I-95 AF2 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the addition of auxiliary lanes at Aramingo and Ontario, and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor/Bath, Castor Avenue/I-95 ramp. The project may also include the construction of Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581-IM					8,115							
UTL	581-IM					8,115							
CON	NHPP-I									56,444			
		0	0	0	0	16,230	0	0	0	56,444	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			16,230	Total FY2023-2026			56,444

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2017M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813). Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours. This project includes work on the following bridge structures: I-95 NB and SB over Venango Street - Replace superstructure; I-95 NB and SB over Castor Avenue - Widening and replace superstructure; I-95 NB and SB over Richmond Street - Widening & redeck; I-95 NB and SB over Wheatsheaf Lane - Total replacement; Betsy Ross Ramp A Viaduct (NB) - Removal.

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912. Construction for this section extends beyond the 12-year period. \$160,000,000 total is cash-flowed from FY2027 to FY2030, and \$37,000,000 total is cash-flowed from FY2031 to FY2034 for construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #'s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581-IM						7,165						
UTL	581-IM						3,583						
CON	NHPP-I									120,164			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	0	0	0	0	10,748	0	0	120,164	0	0	0
Total FY2015-2018		0				Total FY2019-2022				Total FY2023-2026			
		0				10,748				120,164			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640 **I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)**

LIMITS: Shackamaxon Street to Columbia Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 2

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP-I	4,500												
CON	581-IM	250												
CON	185-IM	250												
		5,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,000	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 84973 I-95 Bridge Repair Part 2

Return

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16; 17

AQ Code:S19

PLANNING AREA Core City

IPD:

PROJECT MANAGER:

CMP:

This project provides for the advance action repair needed for close to 100 structures on I-95 and its ramps between the Delaware State line to the South and the Delaware River to the North. These improvements will extend the life of the I-95 structures for 10-20 years until the major reconstruction projects are able to advance. The work has been broken out to 2 contracts for construction management purposes: Section MB 1 (MPMS #82619) covers 40 structures; Section MB 2 (MPMS #84528) covers 54 structures. Work includes bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of the repair of structures.

This project is a companion with MPMS# 84528, which is the design phase for I-95/MB2.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP		600											
CON	581		150											
		0	750	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			750	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 86046 I-95 Girard Point Bridge Rehabilitation and Preservation

No Let Date

LIMITS: City of Philadelphia

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLANNING AREA Core City

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). The Girard Point Bridge carries I-95, a major artery linking the City of Philadelphia to Philadelphia International Airport, the southern suburbs, and other Mid-Atlantic States, over the Schuylkill River. The purpose of the project is to provide continued safe passage over the Schuylkill River for vehicles traveling on I-95 by repairing existing deficiencies and preventing future problems with maintenance work. Maintenance repair activities to include: painting structural steel, modifications to steel to prevent problems, floor beam modifications, bearing modifications, expansion joint modifications, and deck overlay. Coordination with the railroad companies will be necessary for overhead activities. The limits of work are focused on the 3 spans over the river and adjacent truss spans that can be incorporated in the construction budget and Maintenance of Traffic.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridors Initiative. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP-I													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 86070 I-95 Bridge Repairs #3

Return

LIMITS: Delaware State Line to New Jersey State Line

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Bridge Repair/Replacement

FC: 11; 14; 17

AQ Code:S19

PLANNING AREA

IPD:

PROJECT MANAGER: HNTB/NV

CMP:

Funds in this project are for project closeout and Accrued Unbilled Costs (AUC).

Project consists of bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of repair of structures on I-95 and its ramps between the Delaware State line to the south and the Delaware River to the north.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP		200										
		0	200	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		200		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 *I-95 Congestion Management*

LIMITS: I-95 in Bucks, Delaware, and Philadelphia counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	NHPP-I	18,300												
PRA	NHPP-I		5,100											
		18,300	5,100	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			23,400	Total FY2019-2022				0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 102304 *I-95 Race - Shackamaxon 2 (GR6)*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This section serves as a placeholder for splitting GR5 (MPMS #79828) into 2 projects in the future. Further, funds currently shown in Later Fiscal Years will provide for congestion management improvements for the I-95 corridor construction operations of the sections active in design, including sections AFC, BRI, BSR, CPR, and GIR. The improvements emphasize mainline and ramp lane pavement markings, signals, signing and shoulder pavement rehabilitation to improve existing capacity beyond the limits of the active construction zones.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP-I						5,970									
CON	NHPP-I							5,970								
		0	0	0	0	0	5,970	5,970	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				11,940	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 102309 I-95 Corridor Drainage

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). I-95 Corridor Drainage in the City of Philadelphia will provide for drainage improvements for Section GIR.

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		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581-IM			5,464									
		0	0	5,464	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		5,464		Total FY2019-2022			0	Total FY2023-2026			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103554 I-95 Corridor ITS/ATMS (GR7)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and provides for I-95 Corridor ITS/ATMS through the City of Philadelphia. Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP-I		17,016												
		0	17,016	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			17,016	Total FY2019-2022				0	Total FY2023-2026				0

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103562 I-95 B.Ross Rmps/Adms Ave Cnn (BS4)

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2025M

PLANNING AREA Core City IPD:

PROJECT MANAGER: AECOM/P. Shultes CMP:

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge in the City of Philadelphia. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from W heatsheaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street. This project includes upgraded/new traffic signals at the following intersections: Aramingo Avenue and W heatsheaf Lane, Aramingo Avenue and Adams Avenue Connector, Aramingo Avenue and Ramp F, Aramingo Avenue and Church Street, Church Street and Tacony Street.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP-I		900											
UTL	581-IM		100											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018		1,000		Total FY2019-2022				0		Total FY2023-2026		0

MPMS# 105796 Philadelphia Pump Station Upgrades New

LIMITS: South Philadelphia No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation FC: AQ Code:S18

PLANNING AREA Core City IPD:

PROJECT MANAGER: TSS/S. Fellin CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations: 1) I-676 at the intersection of 10th and Winter Streets, 2) I-676 at 22nd Street, 3) I-95 at Dock Street, and 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard. The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	NHPP		450											
PE	581		50											
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018		500		Total FY2019-2022				0		Total FY2023-2026		0

Total For Philadelphia	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$157,684	\$177,596	\$157,101	\$134,093	\$626,474	\$643,295	\$910,427