

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				Total FY2023-2026			
		1				0				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

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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	

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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. Fleysh

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

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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	

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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 FY2023-2026		0	

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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	

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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	

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											

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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	

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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	

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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	

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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	<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>
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	<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	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. Fleysh

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	<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>
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

Final Version

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

Final Version

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

Final Version

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

Final Version

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

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	<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>
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

Final Version

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 60'-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*

LIMITS Girard Avenue to Indiana Avenue

Est Let Date: 8/15/2016

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

Final Version

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

Final Version

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

Final Version

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	<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>	
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 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	<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	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 FY2023-2026			0

DVRPC FY 2015-2018 TIP for PA

Final Version

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	<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>
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

Final Version

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

Final Version

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

Final Version

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

Final Version

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

Final Version

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

Final Version

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

Final Version

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

Final Version

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	<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>	
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			0

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	<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	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		0

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	<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>
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

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

Final Version

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)*

LIMITS Shawmont Avenue to Montgomery County Line

No Let Date

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

Final Version

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	<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	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

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-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 the 2013 American Community Survey.

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	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

Final Version

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 Roxborough 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	<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	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

Final Version

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	<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	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

Final Version

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: Landeshdown - 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		2,000		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

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

Final Version

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				0		Total FY2019-2022		0		Total FY2023-2026		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	<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	STP			4,502									
CON	LOC			1,126									
		0	0	5,628	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		5,628		Total FY2019-2022			0	Total FY2023-2026			0

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		0				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

DVRPC FY 2015-2018 TIP for PA

Final Version

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

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102279 *Traffic Calming Program (ARLE 4)*

ARLE

LIMITS Citywide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

FC:

AQ Code:S7

PLANNING AREA:

IPD:

PROJECT MANAGER:

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 traffic calming measures at approximately 15 to 25 locations throughout the city.

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: \$1,000,000 (\$400,000 for FY14 Final Design/ \$600,000 for FY14 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

MPMS# 102280 *Broad Street Pedestrian Crossing Improvements (ARLE 4)*

ARLE

LIMITS Crosswalks on South Broad Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLANNING AREA: Core City

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrade at crosswalks on South Broad Street.

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: \$1,200,000 (\$400,000 Final Design/ \$800,000 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	400											
CON	244	800											
		1,200	0	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# 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

Final Version

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)

<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>	
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

Final Version

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

Final Version

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	<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	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			0

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		0	

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

Final Version

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

Final Version

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

Final Version

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 Wheatshaeaf 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 Wheatshaeaf 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. Fleysh

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

Final Version

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

Final Version

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

Final Version

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

Final Version

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		0	

MPMS# 107150 East Callowhill Safety & Traffic Calming Measures

LIMITS East Callowhill

No Let Date

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		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

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		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		0		Total FY2019-2022		0		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

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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

DVRPC FY 2015-2018 TIP for PA

Final Version

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												

12/9/2016

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Pennsylvania - Highway Program (Status: TIP)

Philadelphia											
	0	0	0	0	0	0	0	0	0	0	0
Total FY2015-2018	0			Total FY2019-2022				Total FY2023-2026			
	0			0				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

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: W/EE

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: Wheatsheaf 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 Wheatsheaf 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 Wheatsheaf 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	

Philadelphia

CMP Subcorridor(s): 4B

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: Wheatshaf 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: Wheatsheaf 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 Wheatsheaf 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												
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

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 Wheatshaf 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												
CON	NHPP-I												
Total FY2015-2018		0	0	0	0	0	10,748	0	0	120,164	0	0	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	

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

LIMITS: City of Philadelphia

No Let Date

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
CON	NHPP-I						5,970				
CON	NHPP-I							5,970			
		0	0	0	0	0	5,970	5,970	0	0	0
Total FY2015-2018		0				Total FY2019-2022		11,940		Total FY2023-2026	
		0								0	

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	<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>
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	<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>
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