

INTERSTATE MANAGEMENT PROGRAM FOR THE FY2015 TIP FOR DVRPC SUBREGION



Roadmap for the I-95 Reconstruction Project in Philadelphia

More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue. I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Appropriate pedestrian, bicycle, and transit facilities may be expanded depending on the particular construction section. This I-95 reconstruction has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS#s (most appear in the Statewide Interstate Management Program (IMP) and some appear in the DVRPC Regional Highway Program of the TIP). This roadmap provides additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects that may not be currently active and do not appear in the IMP or Regional Highway Program of the TIP.

Sections	Subsections	MPMS #	Limits	Construction Amount Programmed in the FY2015 TIP for PA ('000)			
				First FY (2015-18)	Second FY (2019-2022)	Third FY (2023-26)	Total Amount Programmed
Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	Design Parent Project (FD and UTL) in current TIP. No construction.			
	GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn				\$ 10,000
	GR1	79686	I-95: Columbia Ave. to Ann St.	\$ 10,000	\$ 13,048		\$ 23,048
	GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$ 5,000			\$ 5,000
	GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$ 147,130*			\$ 147,130*
	GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 10,000	\$ 180,000	\$ 180,067	\$ 370,067
	GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 58,410	\$ 192,000	\$ 250,410
	GR6	102304	I-95 Race - Shackamaxon Sts.		\$ 11,940		\$ 11,940
	GR7	102305	I-95 Corridor ITS/ATMS	\$ 6,365			\$ 6,365
Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaf Lane/Frankford Creek (Design)	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.		\$ 56,444		\$ 56,444
	AF2	79912	I-95: Allegheny Ave. Interchange (Tioga Street to the railroad bridge south of Frankford Creek, southbound on-ramp from Betsy Ross Bridge over Castor Avenue, and southbound off-and on-ramps from Allegheny Avenue)		\$ 120,164		\$ 120,164
Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (Design)	Design Parent Project (FD, UTL, and ROW) in Statewide IMP. No construction.			
	BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 160,000			
	BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaf Lane to north side of Orthodox St. Crossing)		\$ 130,000	\$ 171,411	\$ 301,411
	BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaf Lane to I-95 north of Margaret St.		\$ 99,037	\$ 168,000	\$ 267,037
Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	Design Parent Project (FD, UTL, and ROW) in Statewide IMP. No construction.			
	BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 88,056			\$ 88,056
	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 79,222	\$ 79,222		\$ 158,444
	BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	Design Parent Project (UTL) in Statewide IMP. No construction.			
	CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				\$ 29,972
	CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$ 14,000			\$ 14,000

	Light yellow shading denotes project is currently programmed in the DVRPC Regional Highway Program.
	Dark yellow shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.
	Light orange shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.
	Dark orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
	Pink shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide IMP.

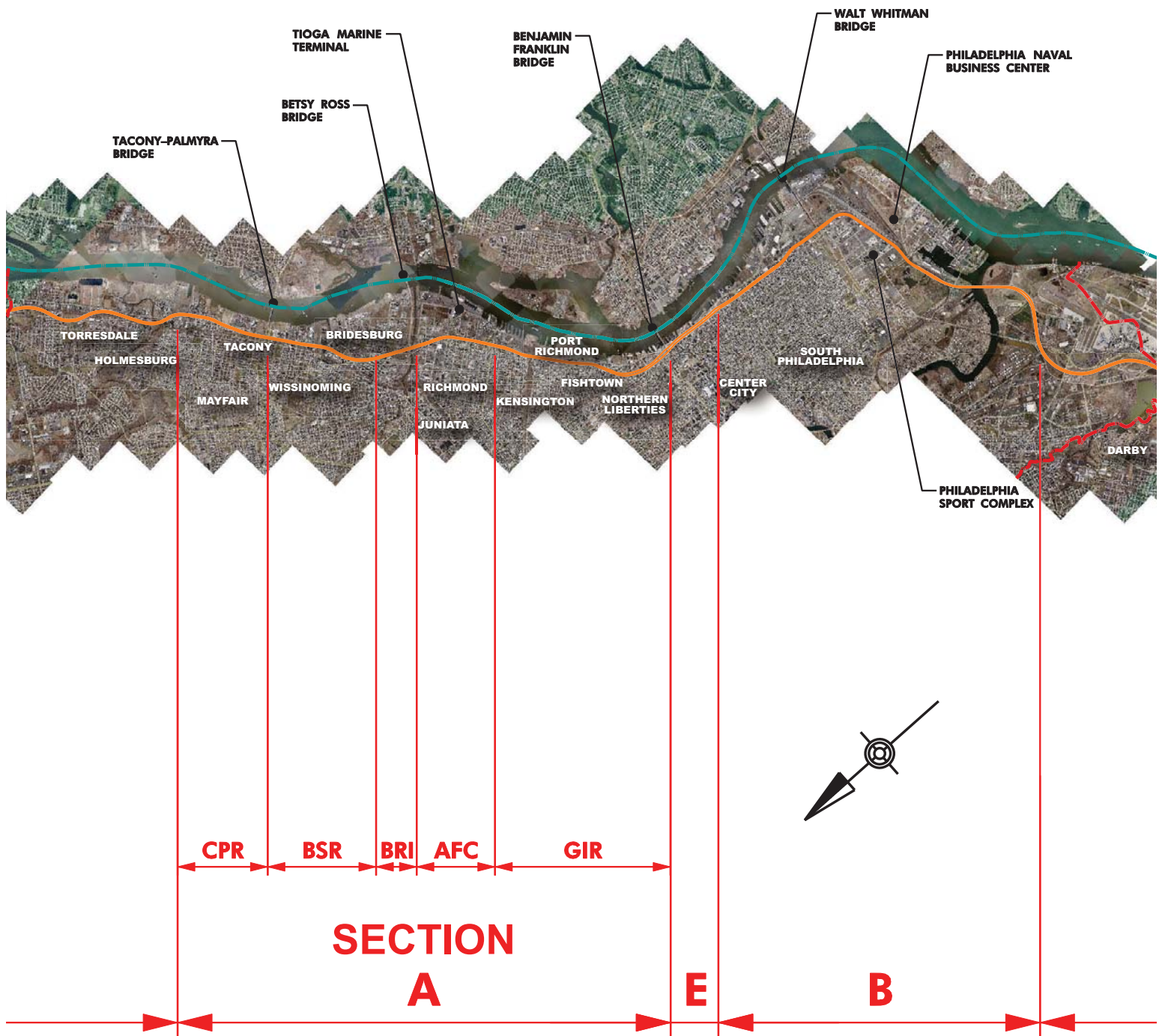
Abbreviations: PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project Management System); N (North); S (South)

Notes:

1. The amount programmed for construction does not reflect the total cost of the entire project and its sections.
2. The asterisk (*) indicates that funds are programmed for conversion purposes, which provides the state greater flexibility in spending Federal funds. The state is permitted to convert an advance-constructed project to a Federal-aid project in stages instead of all at once on a single future date.
3. See the location map of Philadelphia's I-95 Reconstruction Project in the IMP section of the TIP, and visit the website, <http://www.95revive.com>, for further information on the I-95 Reconstruction project.

I-95 Reconstruction in Philadelphia

CITY OF PHILADELPHIA



Source: Graphic provided by Michael Baker Jr., Inc. for PennDOT District 6-0.
See I-95 Reconstruction Project Section A Roadmap for programming information on previous page.
For more information, go to www.95revive.com.

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLANNING AREA Developed Community; Core City

IPD: 6

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP). The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge Off Ramp and along US 322 from the I-95 interchange to SR 452 (Market Street) to the west. Among other safety issues, a major weave across three high volume lanes of traffic occurs when vehicles enter I-95 from US 322 eastbound and are destined to US 322 eastbound and the Commodore Barry Bridge. The area along I-95 has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB. The project will also entail the bridge rehabilitation or replacement of five existing bridges including Highland Avenue over I-95 and the US 322 bridge over CSXT.

This project is integral to the Delaware Valley Freight Corridors Initiative.

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

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 90099 *I-76 o/ Righters Ferry Rd (Bridge)*

LIMITS: Montgomery County, West City Ave Interchange

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code: S19

PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Righters Ferry Road.

TIP Program Years (\$ 000)													
Phase	Fund	<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	185-IM	464											
FD	185-IM			836									
ROW	185-IM			109									
UTL	185-IM			109									
CON	185-IM					5,871							
		464	0	1,054	0	0	5,871	0	0	0	0	0	0
		Total FY2015-2018		1,518		Total FY2019-2022		5,871		Total FY2023-2026		0	

MPMS# 90100 *I-76 o/ Waverly Road (Bridge)*

LIMITS: Montgomery County; 2mi West of Gladwyne

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code: S19

PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Waverly Road.

TIP Program Years (\$ 000)													
Phase	Fund	<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	185-IM	361											
FD	185-IM			650									
ROW	185-IM			109									
UTL	185-IM			109									
CON	185-IM					4,179							
		361	0	868	0	0	4,179	0	0	0	0	0	0
		Total FY2015-2018		1,229		Total FY2019-2022		4,179		Total FY2023-2026		0	

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 91571 I-76 o/ Mill Cr & Mill Rd (Bridge)

LIMITS: Lower Merion Township, Montgomery County

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

PLANNING AREA Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP) and will rehabilitate or replace the structurally deficient bridge on Schuylkill Avenue over Mill Creek and Mill Creek Road in Lower Merion Township, Montgomery County.

TIP Program Years (\$ 000)													
Phase	Fund	<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	185-IM	567											
FD	185-IM			1,022									
ROW	185-IM			109									
UTL	185-IM			109									
CON	185-IM					6,567							
		567	0	1,240	0	0	6,567	0	0	0	0	0	0
		Total FY2015-2018		1,807		Total FY2019-2022		6,567		Total FY2023-2026		0	

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Montgomery	\$1,392	\$0	\$3,162	\$0	\$4,554	\$16,617	\$0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47394 I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095

LIMITS: Levick St. to Bleigh Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: 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)

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This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP-I	2,400											
FD	581-IM	600											
FD	NHPP-I		3,200										
FD	581-IM		800										
ROW	NHPP-I	5,635											
ROW	581-IM	626											
		9,261	4,000	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		13,261		Total FY2019-2022				0			
										Total FY2023-2026			
										0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wearsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95. The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. Also included is complete reconstruction and widening of the existing pavement, reconstruction or redecking of all existing bridges, elimination of a multi-span two-lane ramp viaduct over Castor Avenue, and widening of Westmoreland Street to five lanes between Bath Road and Thompson Street. The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #'s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581-IM			500									
PE	581-IM				3,000								
PE	581-IM						3,563						
FD	581-IM					4,000							
FD	581-IM						10,000						
FD	581-IM							10,000					
FD	581-IM								10,000				
FD	581-IM									22,341			
ROW	581-IM					2,637							
ROW	581-IM						2,000						
UTL	581-IM					2,914							
UTL	581-IM						1,000						

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

	0	0	500	3,000	9,551	16,563	10,000	10,000	22,341	0	0	0
Total FY2015-2018			3,500		Total FY2019-2022		46,114		Total FY2023-2026		22,341	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent). This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581-IM	1,125											
CON	NHPP-I		6,300										
CON	581-IM		2,191										
CON	NHPP-I			6,300									
CON	581-IM			700									
		1,125	8,491	7,000	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		16,616		Total FY2019-2022		0		Total FY2023-2026		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 I-95 Northbound: Columbia-Ann St N (GR3)

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLANNING AREA Core City

IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12~0~ lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10~0~) will be replaced with full width shoulders (varies up to 12~0~). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I	61,339											
CON	NHPP-I		33,661										
CON	NHPP-I			30,000									
CON	NHPP-I				22,130								
		61,339	33,661	30,000	22,130	0	0	0	0	0	0	0	0
		Total FY2015-2018		147,130		Total FY2019-2022		0		Total FY2023-2026		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 **I-95 Southbound: Columbia-Ann St N (GR4)**

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12~0~ lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10~0~) will be replaced with full width shoulders (varies up to 12~0~). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	NHPP-I		4,297										
UTL	581-IM		477										
UTL	NHPP-I			4,297									
UTL	581-IM			477									
CON	NHPP-I				10,000								
CON	NHPP-I					45,000							
CON	NHPP-I						45,000						
CON	NHPP-I							45,000					
CON	NHPP-I								45,000				
CON	NHPP-I									180,067			
		0	4,774	4,774	10,000	45,000	45,000	45,000	45,000	180,067	0	0	0
	Total FY2015-2018			19,548		Total FY2019-2022		180,000		Total FY2023-2026		180,067	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95: Race - Shackamaxon (GR5)

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLANNING AREA Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connections with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. This project will be split into two different sections (GR5 and GR6 - northbound and southbound) for letting purposes on the future (see MPMS #102304). Overall cost of the Race to Shackamaxon section is approximately \$300 million for both northbound and southbound directions.

Construction programming extends beyond the 12-year period. \$137,000,000 total is cash-flowed from FY2027 to FY2030 and is part of the construction cost.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP-I		3,960										
ROW	581-IM*		440										
ROW	NHPP-I			3,960									
ROW	581-IM*			440									
UTL	NHPP-I					5,217							
UTL	581-IM					580							
UTL	NHPP-I						5,217						
UTL	581-IM						580						
CON	NHPP-I							10,410					
CON	NHPP-I								48,000				
CON	NHPP-I									192,000			
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
CON	NHPP-I												
		0	4,400	4,400	0	5,797	5,797	10,410	48,000	192,000	0	0	0
		Total FY2015-2018		8,800		Total FY2019-2022		70,004		Total FY2023-2026		192,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812). The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed to the existing ramp system. In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

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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 99,037				Total FY2023-2026 168,000			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 I-95: Kennedy to Levick (Section BS1) (IMP)

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2020M

PLANNING AREA Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811). The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street via a new Carver Street underpass;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street, Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of Carver Street; and
- Install a new traffic signal at the intersection of Tacony Street and Carver Street

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, and 87784.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I		29,352										
CON	NHPP-I			29,352									
CON	NHPP-I				29,352								
		0	29,352	29,352	29,352	0	0	0	0	0	0	0	0
		Total FY2015-2018		88,056		Total FY2019-2022		0		Total FY2023-2026		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	<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	200											
		0	200	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		200		Total FY2019-2022		0		Total FY2023-2026		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 I-95 Congestion Management

LIMITS: I-95 in Bucks, Delaware, and Philadelphia counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	NHPP-I	18,300											
PRA	NHPP-I		5,100										
		18,300	5,100	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		23,400		Total FY2019-2022		0		Total FY2023-2026		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 102304 I-95 Race - Shackamaxon 2 (GR6)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2025M

PLANNING AREA Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This section serves as a placeholder for splitting GR5 (MPMS #79828) into 2 projects in the future. Further, funds currently shown in Later Fiscal Years will provide for congestion management improvements for the I-95 corridor construction operations of the sections active in design, including sections AFC, BRI, BSR, CPR, and GIR. The improvements emphasize mainline and ramp lane pavement markings, signals, signing and shoulder pavement rehabilitation to improve existing capacity beyond the limits of the active construction zones.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79827, 79828, 102304, and 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP-I						5,970						
CON	NHPP-I							5,970					
		0	0	0	0	0	5,970	5,970	0	0	0	0	0
Total FY2015-2018		0				Total FY2019-2022		11,940		Total FY2023-2026		0	

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