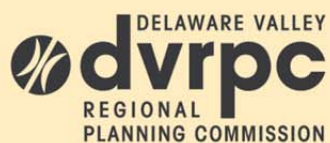




TIP Actions

Major TIP Amendments

FY2015 PA TIP | January 2016



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Major Amendment to the DVRPC FY2015 TIP for Pennsylvania

TIP Action PA15-71: I-95 & Aramingo Ave., Adams Ave. Connector, (MPMS #17782), City of Philadelphia

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18.

The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU, MAP-21, and the FAST Act). The TIP must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Also included are all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, ITS, and freight related projects, as well as the more traditional highway and public transit projects. Changes to the costs and schedules of projects in the TIP are referred to as "TIP Actions" and certain TIP changes require broader public review, as documented in the DVRPC Memorandum of Understanding

(<http://www.dvrpc.org/TIP/pafinal/2015/PaTIPMOU-102314-plusPennDOT-FHWA.pdf>)

This I-95 and Aramingo Avenue, Adams Avenue Connector Project will extend Adams Avenue, which is located east of Tacony Street and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the I-95 Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

PennDOT is seeking to advance the I-95 and Aramingo Avenue, Adams Avenue Connector project's construction phase from the second four years of the current FY2015 TIP to the first four years (FY16, FY17, and FY18) of the current TIP, in order to combine with I-95 Section BS4 (MPMS #103562) as a package for advertising and advance the letting to October 2016. The I-95 and Aramingo Avenue, Adams Avenue Connector and I-95 Section BS4 projects are located adjacent to each other. Access to the I-95 BS4 construction site can only be had through either the ongoing I-95 Section BR0 construction site or through the I-95 and Aramingo Avenue, Adams Avenue Connector limits. To avoid delays the I-95 Section BS4 and I-95 and Aramingo Avenue, Adams Avenue Connector projects then must be let together as a package.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

This is a non-exempt air quality project and a new Conformity Determination for 2020 has been run with results released for a 30 day public comment period held concurrently with this TIP amendment.

Cost and Source of Funds:

\$19,300,000 State 581

Recommendations:

Staff — Recommends approval.

Regional Technical Committee — Will make recommendations at the February 9, 2016 RTC meeting.

Board Action — The DVRPC Board will take action at the February 25, 2016 Board Meeting.

Action Proposed:

This TIP Action, PA15-71, processes PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program for Pennsylvania by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18.

This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18. The description will also be updated.

Attachments:

- 1) Before/After Sheet
- 2) PennDOT's Fiscal Constraint Chart

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA15-71

Philadelphia

MPMS# 17782 I-95 & Aramingo Ave., Adams Ave. Connector SR:1007

AQ Code 2025M LIMITS: Betsy Ross Bridge to Torresdale Ave.

Latitude: 39.9963 MUNICIPALITIES Near Northeast Philadelphia

PROJ MANG: AECOMP. Shulte

Longitude: -75.083 Intersection/Interchange Improvements

This is the current description. The description will be updated upon DVRPC Board approval of TIP Action PA15-72 in February 2016.

This project will extend Adams Avenue (SR 1026), which is located east of Tacony St. and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes, etc. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

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

Summary of Action:

Action to amend the TIP by advancing the construction phase of the I-95 and Aramingo Avenue, Adams Avenue Connector Project (MPMS #17782) from FY19 and FY20 to occur earlier in FY16, FY17, and FY18. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY19 and \$9,552,000 (\$7,642,000 STU/\$1,910,000 State 581) in FY20 to \$4,500,000 State 581 in FY16, \$13,268,000 State 581 in FY17, and \$1,532,000 State 581 in FY18. The description will also be updated.

Before Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	300											
FD	STU	127											
FD	581	32											
ROW	581	2,122											
UTL	STU			1,801									
UTL	581			450									
CON	STU					7,642							
CON	581					1,910							
CON	STU						7,642						
CON	581						1,910						
		2,581	0	2,251	0	9,552	9,552	0	0	0	0	0	0
		Total FY2015-2018			4,832	Total FY2019-2022			19,104	Total FY2023-2026			0

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581	300											
FD	STU	127											
FD	581	32											
ROW	581	2,122											
UTL	STU			1,801									
UTL	581			450									

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA15-71

Philadelphia														
CON	581		4,500											
CON	581			13,268										
CON	581				1,532									
		2,581	4,500	15,519	1,532	0	0	0	0	0	0	0	0	
		Total FY2015-2018		24,132		Total FY2019-2022				0	Total FY2023-2026			0

Major Amendment to the DVRPC FY2015 TIP for Pennsylvania

TIP Action PA15-72: Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements, (MPMS #57851), Montgomery County

PennDOT has requested that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY20 to \$5,024,000(\$4,019,000 CAQ/\$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/\$1,495,000 State 581) in FY17.

The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU, MAP-21, and the FAST Act). The TIP must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Also included are all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, ITS, and freight related projects, as well as the more traditional highway and public transit projects. Changes to the costs and schedules of projects in the TIP are referred to as "TIP Actions" and certain TIP changes require broader public review, as documented in the DVRPC Memorandum of Understanding (<http://www.dvrpc.org/TIP/pafinal/2015/PaTIPMOU-102314-plusPennDOT-FHWA.pdf>)

This project contains five elements to make the Plank Road/Otts Road/Meyers Road/Seitz Road Intersections function better:

The first element is the realignment of Meyers and Seitz Roads at Township Line Road. Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with Township Line Road. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and Township Line Road. The Seitz Road intersection with Township Line Road is currently two-way stop controlled. A new signal will be installed at the intersection of Township Line Road and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled "T" intersection.

The second element is the realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection. There are two curves in this area that do not meet current geometric design criteria for 40 MPH Design Speed. The proposed realignment will meet these criteria.

The third element is the vertical and horizontal realignment of Otts Road. This road has a series of curves east of the Miller/Bauman Road intersection that do not meet current geometric design criteria for 40 MPH Design Speed. The topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.

The fourth element is the Otts Road approach to the intersection with Plank Road and PA 29. The Otts Road and Plank Road approaches to PA 29 are offset by approximately 100 feet. Both "T" intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite Plank Road which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

The last element to this project is the Plank Road approach to the intersection with PA 73. Plank Road ends at Skippack Pike (PA 73) as a "T" intersection. Plank Road and PA 73 will be widened to accommodate left turn lanes on both Plank Road and Skippack Pike but will not be realigned. A new signal will replace the existing one for this intersection and a left turn lane will be added both to Plank Road and Skippack Pike (PA 73). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

Financial Constraint:

Financial constraint will be maintained by making adjustments to other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

This is a non-exempt air quality project and a new Conformity Determination for 2020 has been run with results released for a 30 day public comment period held concurrently with this TIP amendment.

Cost and Source of Funds:

\$12,500,000 (\$10,000,000 CAQ/\$2,500,000 State 581)

Recommendations:

Staff — Recommends approval.

Regional Technical Committee — Will make recommendations at the February 9, 2016 RTC meeting.

Board Action — The DVRPC Board will take action at the February 25, 2016 Board Meeting.

Action Proposed:

This TIP Action, PA15-72, processes PennDOT's request that DVRPC amend the FY2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY20 to \$5,024,000(\$4,019,000 CAQ/\$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/\$1,495,000 State 581) in FY17. The description will also be updated.

Attachments:

- 1) Before/After Sheet
- 2) PennDOT's Fiscal Constraint Chart

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA15-72

Montgomery

MPMS# 57851 *Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044*

AQ Code 2025M **LIMITS:** PA 73 to Township Line Road

Latitude: 40.242655 **MUNICIPALITIES** Perkiomen Township; Skippack Township

PROJ MANG: AECOM/C. Carmi

Longitude: -75.462 Intersection/Interchange Improvements

This is the current description. The description will be updated upon DVRPC Board approval of TIP Action PA15-72 in February 2016.

Corridor/intersection improvements; realign off-set intersection:

- 1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.
- 2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.
- 3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.
- 4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.
- 5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

Summary of Action:

Action to amend the TIP by advancing the construction phase of the Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements (MPMS #57851) from FY19 and FY20 to occur earlier in FY16 and FY17. This schedule change of an air quality regionally significant project requires a new air quality conformity determination and constitutes an amendment to the TIP preceded by a minimum 30 day public comment period. The funding for the project would be changed accordingly: from \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY19 and \$8,358,000 (\$6,686,000 NHPP/\$1,672,000 State 581) in FY20 to \$5,024,000(\$4,019,000 CAQ/\$1,005,000 State 581) in FY16 and \$7,476,000 (\$5,981,000 CAQ/\$1,495,000 State 581) in FY17. The description will also be updated.

Before Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	100											
ROW	TOLL												
ROW	CAQ	441											
UTL	TOLL												
UTL	CAQ	141											
CON	NHPP					6,686							
CON	581					1,672							
CON	NHPP						6,686						
CON	581						1,672						

DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA15-72

Montgomery

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	100											
ROW	TOLL												
ROW	CAQ	441											
UTL	TOLL												
UTL	CAQ	141											
CON	CAQ		4,019										
CON	581		1,005										
CON	CAQ			5,981									
CON	581			1,495									
		682	5,024	7,476	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		13,182		Total FY2019-2022			0	Total FY2023-2026			0

