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**DVRPC FY2011-2014**  
**Transportation Improvement**  
**Program for Pennsylvania**

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**Final Version**  
**Modified**  
**After June 2012 Adoption**



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**DVRPC FY2011**  
**Transportation Improvement**  
**Program for Pennsylvania**

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**Pennsylvania**  
**Highway Program**



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Bucks

**MPMS# 12923**

**Bristol Road Extension SR:2025**

**AQ Code** 2020M

**LIMITS** US 202 to Park Avenue

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
8G

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

**PROJECT MANAGER:** HNTB/NV

No Let Date

Provide a two lane extension of Bristol Road (approximately 2000 ft.) from US 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection. Project involves relocation of SEPTA siding track, a bridge across the wetlands, widen the intersection at Bristol road and US 202 to provide right and left turning lanes, provide maintenance of traffic during construction, redesign traffic signals and rail road crossing gates at US202 and Bristol road extension and coordinate with SEPTA.

SAFETEA DEMO #500, PA ID# 334 - \$1.6 Million

SAFETEA DEMO #4775, PA ID# 585 - \$400,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS									8,859			
CON	581									2,215			
		0	0	0	0	0	0	0	0	11,074	0	0	0
<b>Total FY2011-2014</b>		<b>0</b>				<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>		<b>11,074</b>	

**MPMS# 13014**

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

**AQ Code** S19

**LIMITS** Over Beaver Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Tinicum Township

**PROJECT MANAGER:** TSS/GANNETT

No Let Date

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		260										
PE	183		49										
PE	LOCAL		16										
FD	BOO				324								
FD	183				61								
FD	LOCAL				20								
ROW	BOO					48							
ROW	183					10							
ROW	LOCAL					2							
UTL	BOO					48							
UTL	183					10							
UTL	LOCAL					2							
CON	BOO							2,027					
CON	183							380					
CON	LOCAL							127					
		0	325	0	405	120	0	2,534	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>730</b>				<b>Total FY2015-2018</b>				<b>2,654</b>			
										<b>Total FY2019-2022</b>		<b>0</b>	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13167** *Geigel Hill Road Bridge Over Tinicum Creek SR:1014*

**AQ Code** 2020M

**LIMITS** Over Tinicum Creek

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Tinicum Township

**PROJECT MANAGER:** HNTB/NV

*Act/ Let Date: 12/16/2010*

Replacement of existing pony truss bridge in Tinicum Township, Bucks County. The structure carries S.R. 1014 (Geigel Hill Rd.) over the Tinicum Creek and is located in the Ridge Valley Rural Historic District. Bridge is currently closed and is on the National Register. Proposed bridge will be a one lane 15 foot wide through girder on approximately the same alignment as the existing. The existing trusses will be attached as non structural members for an ornamental value. Bridge is programmed to be "turned-back" to the Township upon the completion of the project. Roadway reconstruction will be limited to the minimum necessary for transition onto the existing bridge, with little or no roadway profile changes anticipated, and a 400 foot maximum for the limits of construction. .

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND		2,055										
		0	2,055	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>2,055</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 13236** *Butler Avenue Bridge Over West Branch of Neshaminy Creek SR:0202*

**AQ Code** S19

**LIMITS** Over West Branch of Neshaminy Creek

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Chalfont Borough

Adding Subcorr(s): 8G

**PROJECT MANAGER:** HNTB/JME

*Act/ Let Date: 4/26/2012*

This project involves the replacement of the existing deteriorated bridge structure over the West Branch of Neshaminy Creek on Butler Avenue in Chalfont Borough, Bucks County. The overall limits are from north of Wilson Avenue to Main Street. Due to previous coordination, a temporary structure will be likely. The structure is on US Route 202 and PA Route 152 and lies between Limekiln Pike and Main Street.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	916		380										
UTL	STP		175										
UTL	185		44										
CON	916		2,230										
CON	916D			2,613									
		0	2,829	2,613	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>5,442</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code S19** **LIMITS** Over Kimples Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Haycock Township

**PROJECT MANAGER:** P/CNV

*Est Let Date: 6/7/2014*

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands.

The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			382									
FD	185			96									
ROW	BOO				334								
ROW	185				84								
CON	916				2,460								
		0	0	478	2,878	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>3,356</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13242** **Pineville Road Bridge Over Pidcock Creek SR:2103**

**AQ Code** S19

**LIMITS** Over Pidcock Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Buckingham Township

**PROJECT MANAGER:** TSS/SPF

*Est Let Date: 12/6/2012*

The project is necessary to bring the deteriorated existing bridge up to current PennDot design standards and to prolong the life of the bridge.

The SR 2103 Section 01B bridge replacement project will replace the existing Pineville Road (SR 2103) bridge over Pidcock Creek. The existing reinforced concrete T-beam bridge carries a single lane of traffic. The existing bridge has two 24-foot spans and 14.7-foot curb-to-curb width. The structure is in poor condition with a 15-ton maximum legal load weight restriction. The new structure will be construction in the same location as the existing bridge on a modified roadway alignment designed to improve traffic safety. The new structure will be a one-span 38 feet long bridge with 28-foot curb-to-curb width. The existing bridge pier will be eliminated to improve hydraulic performance. The new bridge will accommodate two 10-foot wide travel lanes with minimum 2-foot wide shoulders. The new structure will be constructed using the ConSpan precast arch system. The approach roadways will be reconstructed on the modified alignment for an approximate distance of 350-feet at each end of the new structure, transitioning into the existing roadway. Pole mounted aerial utility lines will be relocated to the modified roadway alignment.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	916		55										
UTL	916	53											
CON	916		1,311										
		53	1,366	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>1,419</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S19

**LIMITS** Over Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Perkasio Borough

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 3/6/2014*

Project includes the replacement of this bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project.

The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	183		54										
FD	LOCAL		13										
CON	BOO				601								
CON	183				113								
CON	LOCAL				38								
CON	BOO					1,801							
CON	183					338							
CON	LOCAL					113							
CON	BOO						1,199						
CON	183						225						
CON	LOCAL						74						
		0	67	0	752	2,252	1,498	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>819</b>		<b>Total FY2015-2018</b>		<b>3,750</b>		<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S19 **LIMITS** Over Morris Run Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Hilltown Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 1/2/2014*

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	183			120										
FD	LOCAL			30										
ROW	BOO	45												
ROW	183	9												
ROW	LOCAL	2												
CON	BOF				816									
		56	0	150	816	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>1,022</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 13342** *Delaware Road Bridge Over Delaware Canal SR:1016*

**AQ Code** S19 **LIMITS** Over Delaware Canal

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Riegelsville Borough

**PROJECT MANAGER:** HNTB/NV

*Actl Let Date: 7/12/2012*

The project involves the replacement of the narrow, structurally deficient bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River. Refer to the attached site location map. The project involves the replacement of the bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River.

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	STU		4											
UTL	581		1											
CON	BND	2,341												
CON	BND		682											
CON	BND			68										
		2,341	687	68	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>3,096</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Bucks

MPMS# 13347

**I-95, PA Turnpike Interchange (TPK) SR:0095**

AQ Code 2030M

**LIMITS** Exit 28 to 29 and parts of I-95

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Bensalem Township; Bristol Township; Middletown Township

Adding Subcorr(s):

**PROJECT MANAGER:** AECOM/MG

LRPID:35

No Let Date

1A, 4A, 12A

This interstate completion project will connect I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange and replacement of the existing River Bridge toll plaza with an all-electronic, on road toll (ORT) facility, as well as removal of the existing US13 interchange toll facility. Additionally, I-95 widening between the PA 413 interchange and I-276 and Turnpike widening between I-95 and the US 13 Interchange is required to accommodate design year traffic movements. I-95 completion and I-95 / I-195 re-designation in PA and NJ will occur at the completion of the aforementioned work. A future Stage 2 will include construction of the ramps without the I-95 designation and the widening and reconstruction of the Turnpike and I-95. A future Stage 3 will include a new bridge over the Delaware River.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. A Major Investment Study (1997), EIS (2003), and Record of Decision (2003) have been completed, approved and issued. In February 2010, an FHWA Cost Estimate Review Workshop was conducted, during which the partner agencies and design/environmental/ construction consultants actively performed a risk-based, comprehensive cost estimate analysis of Stage 1. A year of expenditure (YOE) total cost of \$424 Million for Stage 1 resulted from this comprehensive exercise, a figure the partner agencies concurred must be used for financial planning and funding programming efforts at this time. The entire project is eligible for federal funds. Use of toll credits was approved by PENNDOT in 2003.

The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds including: Turnpike funds; currently available federal funds; and other funds at such time as they may become available and are required. PTC will also continue to seek Congressional earmarks for the project. However, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project.

There is \$1,189,136 remaining congressional earmark funds to be converted made available from SAFETEA-LU and from the FY 2008 Appropriation Act (PA ID #s 227, 291, 508, and 603), and these funds appear in the DVRPC TIP in MPMS #13347 for Final Design. Currently additional reserved funds for the project appear in PennDOT's Statewide Transportation Improvement Program in a placeholder Line Item MPMS #90302; funds include the remaining \$65,300,000 in Interstate Construction FAI funds, and \$121,500,000 in federal statewide STP funds cashed flowed over years FY15-FY18. The FAI and STP funds held in the Statewide Line Item would be additional funds to the DVRPC region.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF*	594											
FD	TOLL*												
FD	FAI*	18,343											
FD	TOLL*												
FD	SXF*		595										
FD	TOLL*												
ROW	FAI*			11,657									
ROW	FAI*				3,343								
		<b>18,937</b>	<b>595</b>	<b>11,657</b>	<b>3,343</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>34,532</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13360** *Bridgeton Hill Road Bridge over Pennsylvania Canal SR:1017*

**AQ Code S19** **LIMITS** over Pennsylvania Canal

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding  
**MUNICIPALITIES:** Bridgeton Township

**PROJECT MANAGER:** P/CNV

*Act/ Let Date: 7/12/2012*

The proposed project construction includes replacement of bridge, providing for 7' underclearance under the new bridge for the Delaware Canal Towpath; abutment and wing wall replacement; roadway and shoulder reconstruction as needed to tie back to existing roadway approaches; Update guide rail and end treatments; create replacement access to canal tow path for DCNR; Selective signing upgrades, and Installation of durable pavement markings. The existing structure is weight limited for single unit vehicles to 11 tons and for combination (semi-trailer) vehicles to 14 tons.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND	200												
CON	BND		1,241											
CON	BND			475										
		<b>200</b>	<b>1,241</b>	<b>475</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,916</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S19

**LIMITS** Over Licking Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Minor SOV Capacity

**MUNICIPALITIES:** Milford Township

**PROJECT MANAGER:** TSS/HPF

*Est Let Date: 2/6/2014*

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	581			170									
UTL	581			170									
CON	BOO				900								
CON	STP				900								
CON	185				225								
CON	581				225								
CON	BOO					1,351							
CON	STP					1,351							
CON	185					338							
CON	581					338							
CON	BOO						450						
CON	STP						450						
CON	185						113						
CON	581						113						
		0	0	340	2,250	3,378	1,126	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>2,590</b>		<b>Total FY2015-2018</b>		<b>4,504</b>		<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13477**      **Lower State Road Bridge Over Neshaminy Creek SR:2089**

**AQ Code** S19      **LIMITS** Over Neshaminy Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Doylestown Township

**PROJECT MANAGER:** HNTB/JME

*Act/ Let Date: 12/9/2010*

The purpose of the project is to replace the deteriorated bridge with one that meets current criteria for capacity and width. The need for the project is to provide accommodation for regional traffic demands.

This project involves the replacement of the existing S.R. 2089, Section BBR over the Neshaminy Creek in Doylestown Township, Bucks County. The existing bridge is a five span, reinforced concrete T-beam with a curb to curb width of 23.5 feet. The concrete piers are skewed at 90 degrees and floodwaters impinge on the piers causing scour and a significant loss of efficiency of the opening to handle flooding. Project involves minimal roadway work.

The proposed bridge is a three-span, composite pre-stressed concrete I-beam. The proposed bridge will provide a curb to curb width of 40 feet, allowing for two travel lanes and two 8 feet shoulders. The new structure will be the same length as the existing structure, 212 feet. A detour will be required during construction.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	185	3,713											
CON	185		992										
		3,713	992	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>4,705</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 13576**      **PA 413, New Rodgers Road Corridor Improvements SR:0413**

**AQ Code** 2020M      **LIMITS** Old Lincoln Highway to Bath Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity Adding Subcorr(s):      **MUNICIPALITIES:** Bristol Township; Middletown Township

4A      **PROJECT MANAGER:** HNTB/JA

*LRPID:13*

*Act/ Let Date: 2/17/2011*

Proposed work involves widening and overlaying New Rodgers Road to provide a center left turn lane from Bath Road to New Falls Road. From New Falls Road north the roadway will be widened approaching signalized intersections to provide turning lanes. Full shoulders will be provided throughout the project. New signals and turning lanes will be constructed on New Rodgers Road at Frosty Hollow Road, Trenton Road, and I-95 Market Place. One bridge deck will be repaired and overlaid and parapets modified. All originally proposed work was to be within existing right-of-way.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		80										
UTL	581	1,061											
CON	NHS	5,092											
CON	581	610											
CON	NHS		2,439										
		6,763	2,519	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>9,282</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code S19** **LIMITS** Over Conrail

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Middletown Township

Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

**PROJECT MANAGER:** TSS/DMB

*Est Let Date: 3/6/2014*

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

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls.

The replaced bridge will consist of a three-span continuous prestressed composite concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access.

There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge.

Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO		400										
CON	916				5,796								
		0	400	0	5,796	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			6,196	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S19

**LIMITS** Over Unami Creek

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Milford Township

**PROJECT MANAGER:** P/CNV

*Est Let Date: 9/12/2014*

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
FD	BND		417													
ROW	BND		142													
UTL	BOO		16													
CON	916D			1,238												
		0	575	1,238	0	0	0	0	0	0	0	0	0			
<b>Total FY2011-2014</b>		<b>1,813</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>		<b>0</b>	

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

**AQ Code** 2020M

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

Minor SOV Capacity Adding Subcorr(s): 8G, 8H

**IMPROVEMENT:** Intersection/Interchange Improvements

**MUNICIPALITIES:** Buckingham Township; Doylestown Borough; Doylestown Township

**PROJECT MANAGER:** HNTB/MR

*Est Let Date: 7/11/2013*

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
FD	STP*	400														
UTL	STP		349													
UTL	581		87													
CON	STP			434												
CON	STP				4,656											
		400	436	434	4,656	0	0	0	0	0	0	0	0			
<b>Total FY2011-2014</b>		<b>5,926</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code R1** **LIMITS** At US 1 and Bristol/Levittown Parkway

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Falls Township; Middletown Township

**PROJECT MANAGER:** EE/

No Let Date

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP			557									
CON	581			140									
CON	STU				1,743								
CON	581				436								
CON	STU					2,122							
CON	581					530							
		0	0	697	2,179	2,652	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>2,876</b>		<b>Total FY2015-2018</b>		<b>2,652</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 13661** *Jugtown Hill Road Bridge Over PA Canal (CB# 204) SR:7009*

**AQ Code S19** **LIMITS** Over PA Canal

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Tincum Township

**PROJECT MANAGER:** TSS/GANNETT

Act/ Let Date: 6/23/2011

The replacement bridge will carry Jugtown Hill Road over the Delaware Canal in Tincum Township. The existing structure is a single span steel through-girder bridge that was constructed in 1921. The structure functions as a one-lane bridge. It is currently posted with a 10- ton vehicle weight limit. The replacement structure will be a single span adjacent box beam bridge with a span length of approximately 26.2 m. The new structure will carry all legal loads. The project will include the reconstruction of approximately 45.7 m of roadway on the south approach and 56.4 m on the north approach. There will be a minor shift in the roadway centerline in order to improve the horizontal alignment at the site. The profile will also be revised to improve sight distance and clearance over the canal tow path. A sidewalk will be included along the east side of the bridge. Because of the historic nature of the setting over the Delaware Canal, a simulated truss constructed of wood will be attached to the fascia of the new structure. This will improve access within the project area since other area crossing of the canal are also weight and height restricted. This will improve vehicle safety along Jugtown Hill Road. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	183												
CON	LOCAL												
CON	183												
CON	LOCAL												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>0</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13716**      **Headquarters Road Bridge Over PA Canal SR:1012**

**AQ Code S19**      **LIMITS** Over PA Canal

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Tincum Township

**PROJECT MANAGER:** HNTB/PAM

*Est Let Date: 4/15/2014*

The purpose is to replace a deteriorated and functionally obsolete bridge. Recent flooding has accelerated the bridge's deterioration, increasing the potential for bridge failure. Double faced barrier has been added to both sides of the bridge due to failure of structure mounted guiderail. The new structure will provide the community with a safe crossing over Tincum Creek. Currently, there is a stop condition at either end of the bridge due to its narrow width. Traffic has been reduced to one lane. The new structure will carry two lanes of traffic across the bridge.

The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tincum Creek. This structure has deteriorated and is to be replaced with a new structure which will improve safety. Traffic will be detoured during construction. The existing bridge will be demolished and will be replaced by a single span 80 foot bridge with a 24 foot curb-curb width. The existing approach roadway widths will be maintained up to the bridge. Work will be limited to 50 feet from either end of the bridge. No utility conflicts are anticipated. Minimal right-of-way acquisition may be required.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916			293									
CON	916				1,093								
		0	0	293	1,093	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>1,386</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Bucks

**MPMS# 13727**

**Bristol Road Intersection Improvements SR:2025**

**AQ Code 2020M**

**LIMITS** PA 513/Hulmeville Road to Old Lincoln Highway

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Bensalem Township

Adding Subcorr(s):

**PROJECT MANAGER:** HNTB/JA

LRPID:16

Est Let Date: 7/15/2016

4A, 5I, 12A

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

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11 foot travel lanes an 11 foot center left-turn lane and 2 foot shoulders. The proposed shoulder improvements will be full depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol road include; Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Bensalem Boulevard, Pasqualone Boulevard and reconstruction is proposed for each signal including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance. There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. There is currently no plan to provide additional pedestrian or bike features throughout the corridor. As a result of the improvements to SR 2025, impacts to properties include 40 proposed right-of-way takes, 20 slope easements, two drainage easements and two temporary construction easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township. The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. The entrance to the proposed development has been designed to line-up with Bensalem Boulevard to provide for a four legged intersection and future traffic volumes were considered during the preliminary Engineering of this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				5,565								
CON	581				1,447								
		0	0	0	7,012	0	0	0	0	0	0	0	0
		Total FY2011-2014			7,012	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Bucks

**MPMS# 13742** *Hellertown Road Bridge Over Cooks Creek (Cooks Crossing) SR:0412*

**AQ Code** S19

**LIMITS** Over Cooks Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Springfield Township

**PROJECT MANAGER:** P/CNV

*Est Let Date: 9/27/2012*

The project involves the replacement of the existing Hellertown Road Bridge that carries two (2) lanes of traffic over Cooks Creek. The improvements will consist of a total bridge replacement with a single span pre-cast concrete arch culvert and minor approach roadway work. The replacement structure will be on the same alignment as the existing structure. The new structures will include two 11ft travel lanes with two 5 ft shoulders. In addition, a detour will be necessary during construction that will be approximately 7.4 mi long and will be implemented using all state owned roads.

The present structure built in 1919 is structurally deficient but does not have any posted weight restrictions. It was constructed as a one-span stone reinforced concrete rigid frame bridge with a span length of 11ft. The curb-to-curb roadway width for this bridge is 17.7 ft with no shoulders. The overall condition of the bridge is critical and scour is cited as the cause.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	STP	328												
ROW	185	82												
UTL	STP	175												
UTL	185	44												
CON	BND	999												
CON	BND		396											
		<b>1,628</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>2,024</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

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

**AQ Code** S19

**LIMITS** Over Neshaminy Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Middletown Township

Adding Subcorr(s): 5I

**PROJECT MANAGER:** HNTB/NV

*Est Let Date: 10/24/2013*

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BND	796												
FD	BND		300											
ROW	BOO		150											
UTL	BND		55											
CON	916				6,956									
		<b>796</b>	<b>505</b>	<b>0</b>	<b>6,956</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>8,257</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code M1** **LIMITS** Cornwells Heights Shuttle Bus Operations

**IMPROVEMENT:** Other

Not SOV Capacity Adding  
**MUNICIPALITIES:** Various

Adding Subcorr(s):  
4B, 12A **PROJECT MANAGER:** GB/FLEX

*No Let Date*

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	410											
CON	LOCAL	102											
CON	CMAQ		428										
CON	LOCAL		107										
		512	535	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>1,047</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** 2020M      **LIMITS** PA 413 to Levittown Parkway

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding      **MUNICIPALITIES:** Bristol Borough; Bristol Township; Tullytown Borough

Adding Subcorr(s): 4A, 5I      **PROJECT MANAGER:** EE/MDH

*Est Let Date: 9/27/2012*

Rehabilitation of US Route 13 from PA 413 to Levittown Parkway. Widening to accommodate a new median and new curb/sidewalk from PA 413 to PA Turnpike. Reduction from 6 to 4 lanes, addition of a new median and new curb/sidewalk from PA Turnpike to Levittown Parkway. Includes the addition of left turn lanes. Includes resurfacing and/or reconstruction of the pavement. There will be no alignment change. The existing conditions include 4 – 12' lanes, 10' shoulders and a 4' median from PA 413 to PA Turnpike, and 6 – 12' lanes, 8' shoulders and a 4' median from PA Turnpike to Levittown Parkway. The proposed conditions include 4 – 12' lanes, 8' shoulders/future parking lane, 18' median and 5' sidewalks on both sides. This project will coordinate with MPMS# 47131 and 60655.

**TOLL CREDIT**  
 SAFETEA DEMO #71, PA ID #303-- \$4 Million  
 SAFETEA DEMO #4774, PA ID #584 - \$1 Million

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP		1,325										
UTL	SXF*	400											
UTL	SXF	891											
UTL	NHS		2,600										
CON	STU		3,821										
CON	STP		9,548										
CON	STP			10,255									
CON	STU			2,375									
CON	STP				9,901								
		1,291	17,294	12,630	9,901	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>41,116</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Bucks

MPMS# 50633

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

AQ Code 2020M

LIMITS Bristol Road to PA 413

Minor SOV Capacity  
Adding Subcorr(s):  
8H, 12A

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township

PROJECT MANAGER: EE/MDH

Est Let Date: 6/20/2013

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

TOLL CREDIT

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	581	1,640											
UTL	STU	1,323											
CON	STU			14,445									
CON	STP				5,000								
CON	STU				2,298								
CON	STP					7,521							
CON	STU					7,007							
		2,963	0	14,445	7,298	14,528	0	0	0	0	0	0	0
		Total FY2011-2014		24,706		Total FY2015-2018		14,528		Total FY2019-2022		0	

## Pennsylvania - Highway Program

### Bucks

MPMS# 50634

**County Line Road Restoration (3R) SR:2038**

AQ Code S10

LIMITS Kulp Road to PA 611

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Horsham Township; Warrington Township

Adding Subcorr(s): 8G

PROJECT MANAGER: Gannett/BPM

Est Let Date: 2/18/2016

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP		960										
PE	581		240										
FD	STP				649								
FD	581				162								
ROW	STP					287							
ROW	581					72							
UTL	STP					287							
UTL	581					72							
CON	STP								10,438				
CON	581								2,610				
		0	1,200	0	811	718	0	0	13,048	0	0	0	0
<b>Total FY2011-2014</b>				<b>2,011</b>			<b>Total FY2015-2018</b>		<b>13,766</b>	<b>Total FY2019-2022</b>		<b>0</b>	

MPMS# 50728

**US 202 Wetland Mitigation Section 700 SR:0202**

AQ Code X9

LIMITS Chalfont Boro., Warrington (Kansas Rd.)

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Warrington Township

Adding Subcorr(s): 8G

PROJECT MANAGER: CONSTR

No Let Date

This project provides for the Wetland Mitigation associated with the US 202, Section 700 Parkway project. Approximately 10 acres of wetland replacement will be provided within an 85-acre parcel near Kansas Road in Warrington Township, Bucks County. The extensive acreage provides a large buffer area surrounding the wetland along the Neshaminy Creek. Proposed work consist of creation of 3.7 hectares of new wetlands by removal of excavated material, placing embankment and stockpiled topsoil mixture, drainage structures, right-of-way fence, placement of conservation area markers, planting, seeding, watering and maintenance for plant establishment and other miscellaneous construction. A five year post construction monitoring is required in accordance with the Army Corps of Engineers permit.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	581		747										
		0	747	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>747</b>			<b>Total FY2015-2018</b>		<b>0</b>	<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** 2030M      **LIMITS** Ferry Road to Broad Street

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Doylestown Township; Hilltown Township; New Britain Township; Plumstead Township

**PROJECT MANAGER:** AECOM/JN

*Est Let Date: 10/17/2019*

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF	80												
FD	581	20												
ROW	STU					3,542								
ROW	581					886								
ROW	STU							3,542						
ROW	581							886						
CON	STU									10,636				
CON	SXF									531				
CON	581									2,822				
		100	0	0	0	0	4,428	4,428	0	13,989	0	0	0	
		<b>Total FY2011-2014</b>			<b>100</b>	<b>Total FY2015-2018</b>				<b>8,856</b>	<b>Total FY2019-2022</b>			<b>13,989</b>

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

**AQ Code** 2020M      **LIMITS** Terrace Road to First Street at Old Lincoln Highwa

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Middletown Township

**PROJECT MANAGER:** TSS/SPF

*Est Let Date: 6/15/2015*

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP			2,251										
CON	581			563										
		0	0	2,814	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>2,814</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** R2      **LIMITS** Neshaminy Creek to PECO Right-of-Way

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity      **MUNICIPALITIES:** Wrightstown Township

**PROJECT MANAGER:** EE/JMD

*Est Let Date: 3/27/2014*

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	HSIP		100										
ROW	HSIP	265											
CON	HSIP		1,333										
CON	STU			1,508									
		<b>265</b>	<b>1,433</b>	<b>1,508</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>3,206</b>				<b>0</b>				<b>0</b>			

**MPMS# 57626**      **Trenton Road SR:2018**

**AQ Code** R1      **LIMITS** at Bristol-Oxford Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity      **MUNICIPALITIES:** Falls Township; Middletown Township

Adding Subcorr(s): 51

**PROJECT MANAGER:** CONSTR

*No Let Date*

The project will focus on improving the overall level of service, safety and provide more defined traffic movements at the two offset intersections of SR 2018 (Trenton Road) and SR 2029 (Bristol-Oxford Valley Road). Lane capacity and a signal installation at the main intersection is essential to adequately upgrading both minor arterial highways. SR 2018 will be widened on both sides to accommodate side by side left-turn lanes in the eastbound and westbound directions for both intersections with SR 2029. The project will include the replacement of the existing parallel pipes and cross drains and the Lower Bucks County Joint Municipal Authorities Sewer lines within the project limits.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		80										
CON	581		20										
		<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>100</b>				<b>0</b>				<b>0</b>			



## Pennsylvania - Highway Program

### Bucks

MPMS# 57635

**Quakertown Joint Closed Loop Signal System SR:0309**

AQ Code 2020M

LIMITS PA 309/California Road/Main Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity  
Adding Subcorr(s):  
14C

MUNICIPALITIES: Quakertown Borough; Richland Township

PROJECT MANAGER: AECOM/ER

Est Let Date: 1/15/2015

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

The 15 Intersections include:

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	88											
UTL	CMAQ	1,192											
UTL	CMAQ		58										
UTL	CMAQ			76									
CON	CMAQ			2,814									
		1,280	58	2,890	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			4,228	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Bucks

MPMS# 57639

**Newtown-Yardley Road Intersection Improvements SR:0000**

AQ Code 2020M

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

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Newtown Borough; Newtown Township

Adding Subcorr(s):

**PROJECT MANAGER:** AECOM/ER

Est Let Date: 6/5/2014

13A

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	STU	42												
UTL	LOCAL	11												
CON	STU				700									
CON	LOCAL				174									
		53	0	0	874	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>927</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

MPMS# 57641

**Buselton/Bridgetown Pike Closed Loop Signal System SR:0213**

AQ Code 2020M

**LIMITS** At Buck Road/Jay Street/Bristol Road

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Lower Southampton Township

Adding Subcorr(s):

**PROJECT MANAGER:** Gannett/SAN

Est Let Date: 4/4/2013

5I, 12A

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	LOCAL	64												
UTL	LOCAL		164											
CON	CMAQ				1,400									
		64	164	0	1,400	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>1,628</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

**MPMS# 61682** **Old Route 13 Pedestrian Improvements (TE) SR:0013**

**AQ Code A2** **LIMITS** Borough Boundary to Mill Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Bristol Borough

Adding Subcorr(s): **PROJECT MANAGER:** EE/DVRPC/JB

*No Let Date*

Removal of rail tracks, installation of streetscape improvements, and construction of pedestrian trail along .5 mile segment. The project involves the removal of an unused rail spur and the installation of a 8'-0" wide paved shared use path along the south side of Old Route 13 for 90% of its length, before crossing to the north side at Maple Beach Road. This Gateway Improvement project extends for roughly a half mile along Old Route 13 from the Rohm & Haas driveway (east of the Otter Creek bridge) to west end of bridge over Old Delaware Canal in Bristol Borough. The path will be constructed in the street right-of-way and an easement located on the rail spur closest to the road. A 48" high split rail fence will separate the trail from the rail spur. The project will also include additional drain inlets, stamped and colored asphalt crosswalks, signage, new lighting, landscaping and guiderail. The existing road surface is to be milled and a new wearing course of asphalt installed as part of the project.

\$750,000 TE funds were approved during the FY2001 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

## Pennsylvania - Highway Program

### Bucks

MPMS# 64779

**County Line Road Widening SR:2038**

AQ Code 2020M

**LIMITS** Stump Road to Lower State Road/Kulp Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Montgomery Township; Horsham Township; Warrington Township

Adding Subcorr(s):

**PROJECT MANAGER:** Gannett/BPM

LRPID:34

Est Let Date: 7/15/2014

8G

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU	2,546											
ROW	581	637											
UTL	STU	934											
UTL	581	233											
CON	STP					6,736							
CON	581					1,684							
		<b>4,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,420</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		4,350				8,420				0			

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S19

**LIMITS** Over Branch of Neshaminy Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Newtown Township

**PROJECT MANAGER:** EE/JMD

*Est Let Date: 7/15/2016*

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		410										
PE	185		102										
FD	BND			1,126									
ROW	BOO			360									
ROW	185			90									
UTL	BOO		175										
UTL	185		44										
CON	BOO							2,534					
CON	185							633					
		0	731	1,576	0	0	0	3,167	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>2,307</b>			<b>Total FY2015-2018</b>		<b>3,167</b>	<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 65922**

*Route 13, East Coast Greenway Bke/Ped Bridge (North) - Phase 1 (TE) SR:0013*

**AQ Code** A2

**LIMITS** Bucks County to Delaware Street Lane

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Tullytown Borough

Adding Subcorr(s): 13A

**PROJECT MANAGER:** EE/DVRPC/JB

*Est Let Date: 9/27/2012*

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath. The bridge is planned to be located approximately 2000 feet north of Levittown Parkway where Route 13 divides.

\$500,000 TE funds were approved during the FY2002 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #71159, and 77449. A total of \$1.690 million TE funds have been recommended for this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		500										
CON	SXF		600										
CON	SXF				600								
CON	LOCAL				150								
		0	1,100	0	750	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,850</b>			<b>Total FY2015-2018</b>		<b>0</b>	<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Bucks

**MPMS# 69826** *Steinburg Road Bridge Over Molasses Creek SR:4059*

**AQ Code** S19

**LIMITS** Over Molasses Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Milford Township

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 6/17/2010*

This project involves replacing the culvert carrying Steinberg Road (SR 4059, Sect. STR) over Molasses Creek. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe cracking and missing sections. The project setting is suburban; adjacent lands are mostly residential with few vacant lands. The project is on a level terrain. The existing bridge was built by the State of Pennsylvania Department of Highways in 1920 (estimated).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	BND	80												
UTL	BND	80												
CON	BND		896											
		<b>160</b>	<b>896</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,056</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

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

**AQ Code** S19

**LIMITS** Over Tohickon Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Plumstead Township; Tincum Township

**PROJECT MANAGER:** HNTB/NV

*Est Let Date: 12/20/2012*

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BND		382											
ROW	BND		437											
UTL	BOO		29											
UTL	185		7											
UTL	BOO			15										
UTL	185			4										
CON	BND			5,065										
		<b>0</b>	<b>855</b>	<b>5,084</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>5,939</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

**MPMS# 70218**

**Delaware Canal Pedestrian Tunnel**

**AQ Code** A2

**LIMITS** Under CSX Spur Line

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 5I

**MUNICIPALITIES:** Falls Township

**PROJECT MANAGER:** EE/DVRPC/LS

*Est Let Date: 10/4/2012*

This project provides a component of the East Coast Greenway and will provide for safe, direct trail passage on the towpath. A 200', 16' x 8' compartmentalized concrete box is to be placed under a USX spur line by tunnel jacking to accommodate a 4' wide bike/ped trail, linking to the existing towpath trail on either side of the rail road.  
TOLL CREDIT

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022							
CON	STU			1,126																
CON	TOLL																			
CON	SXF				700															
CON	LOCAL				175															
		0	0	1,126	875	0	0	0	0	0	0	0	0							
<b>Total FY2011-2014</b>		<b>2,001</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>			

**MPMS# 71159**

**Route 13, East Coast Greenway Bicycle/Pedestrian Bridge SR:0013**

**AQ Code** A2

**LIMITS** North/South of Levittown Parkway to I-95/PA Tpk. (TE)

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 13A

**MUNICIPALITIES:** Tullytown Borough

**PROJECT MANAGER:** EE/DVRPC/JB

*Est Let Date: 9/27/2012*

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath. ware Canal Towpath.

\$500,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #65922 and 77449. A total of \$1.690 million TE funds have been recommended for this crossing project.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022							
CON	STE		500																	
		0	500	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2011-2014</b>		<b>500</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>			



## Pennsylvania - Highway Program

### Bucks

**MPMS# 72906** *Afton Avenue Streetscape (HTSSRS)*

**AQ Code** A2 **LIMITS** Delaware River to Lake Afton

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Yardley Borough

**PROJECT MANAGER:** EE/DVRPC/LS

*No Let Date*

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project involves streetscape improvements along Afton Avenue in Yardley's Central Business District, extending from the Delaware River to Lake Afton. Improvements will include replacement of existing sidewalks as well as crosswalks, signage, lightning, as well as accessibility and amenity improvements.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$861,500 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE			1,076									
CON	LOCAL			128									
		0	0	1,204	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,204	Total FY2015-2018			0	Total FY2019-2022			0

**MPMS# 72908** *Broad and Main Streets Quakertown Borough Streetscape (HTSSRS)*

**AQ Code** A2 **LIMITS** At Broad Street and Main Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Quakertown Borough

Adding Subcorr(s): **PROJECT MANAGER:** EE/DVRPC/JC

*Act/ Let Date: 12/16/2010*

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

Replace the sidewalks, install imprinted asphalt crosswalks, new street lights and street trees to improve the esthetics and pedestrian safety at the intersection of Broad and Main Streets in uptown Quakertown as part of the Main Street program's ongoing plans. The goal is to coordinate these improvements with the Borough's water and sewer line replacement project for that area.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$426,055 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Bucks

**MPMS# 74827**

**Delaware Canal Enhancement**

**AQ Code** X12

**LIMITS** Over Brock Creek, Yardley to Bristol Boroughs

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Bristol Borough; Yardley Borough

Adding Subcorr(s): 4A

**PROJECT MANAGER:** AECOM/JD

*Est Let Date: 5/1/2014*

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

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

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF				1,100								
CON	LOCAL				275								
		0	0	0	1,375	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>					1,375	<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>			0

**MPMS# 77449**

**Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE) SR:0013**

**AQ Code** A2

**LIMITS** North of Route 1 to Philadelphia

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Tullytown Borough

Adding Subcorr(s): 5I

**PROJECT MANAGER:** EE/DVRPC/JB

*Est Let Date: 9/27/2012*

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath.

\$690,000 TE funds were approved during the FY2006 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #65922 and 71159. A total of \$1.690 million TE funds have been recommended for this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		690										
		0	690	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>					690	<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Bucks

**MPMS# 77455** *Broad/Main/Front Streets Streetscape - Phase 3 (TE)*

**AQ Code** A2

**LIMITS** At Broad/Main/Front Streets

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 14C

**MUNICIPALITIES:** Quakertown Borough

**PROJECT MANAGER:** EE/DVRPC/JC

*No Let Date*

This project includes the installation of patterned concrete crosswalks & lighting that is more in character with the historic nature of downtown Quakertown. It will increase pedestrian access by re-configuring & landscaping the central triangle dividing East & West Broad Street & encouraging more appropriate downtown parking options.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$482,755 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 77456** *Route 13, Redevelopment Project, Croydon (TE) SR:0013*

**AQ Code** X12

**LIMITS** Street Road to Levittown Parkway

Not SOV Capacity Adding

**IMPROVEMENT:** Streetscape

Adding Subcorr(s): 4A

**MUNICIPALITIES:** Bristol Township

**PROJECT MANAGER:** EE/DVRPC/JB

*No Let Date*

This project provides rehabilitation of the Croydon business district. This project will serve as the impetus to completing redevelopment efforts along the entire 11-mile corridor in the study area.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$510,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** A2 **LIMITS** PA 413 and Pine Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Langhorne Borough

Not SOV Capacity Adding  
Adding Subcorr(s): 4A, 5I

**PROJECT MANAGER:** AECOM/JD

*No Let Date*

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 77469** *Doylestown Borough Safe Routes to School (TE)*

**AQ Code** A2 **LIMITS** Vicinity of Linden Elementary School

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Doylestown Borough

Not SOV Capacity Adding

**PROJECT MANAGER:** CONSTR

*No Let Date*

This project includes the installation of new curb, sidewalk & curb ramps where none exist in the vicinity of Linden Elementary School in Doylestown Borough. In an effort to provide safe passages to schools located within the Borough, new sidewalks are proposed along portions of East Street, West Oakland Avenue, Washington Street, Union Street, Decatur Street, Doyle Street, Avenue A, and North Franklin Street. Curb ramps are proposed where prompted by safety and accessibility concerns. Work along East Street will additionally include grading, the demolition of a retaining wall, and the construction of a replacement retaining wall.

In the spring of 2006 this project was recommended for \$201,250 funding through the HTSSRS/TE Program. Instead, an additional \$100,000 Regional STE was drawn down from availability of MPMS #77469, Doylestown Borough Safe Routes to School and programmed for the construction of MPMS #72907 - Doylestown Borough Safe Routes to School HTSSRS in FY07. \$101,250 STE funds remain for this project (MPMS #77469) and will be drawn down from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

## Pennsylvania - Highway Program

### Bucks

**MPMS# 78516**      **Bridge Replacement Brownsville Road**  
**AQ Code**      **LIMITS** Brownsville Road over Neshaminy Creek  
**IMPROVEMENT:** Bridge Repair/Replacement  
 Not SOV Capacity      **MUNICIPALITIES:** Lower Southampton Township  
 Adding

**PROJECT MANAGER:**

*Est Let Date: 10/15/2015*

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	BOO	528												
PE	185	132												
PE	BOO		112											
PE	185		28											
		<b>660</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>800</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

**MPMS# 80056**      **Mill Road Bridge Over Neshaminy Creek**  
**AQ Code** S19      **LIMITS** Over Neshaminy Creek  
**IMPROVEMENT:** Bridge Repair/Replacement  
 Not SOV Capacity      **MUNICIPALITIES:** Hilltown Township  
 Adding

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 3/15/2016*

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	STP		175											
FD	183		33											
FD	LOCAL		11											
UTL	STU			45										
UTL	183			9										
UTL	LOCAL			2										
CON	BOO							1,059						
CON	183							199						
CON	LOCAL							66						
		<b>0</b>	<b>219</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,324</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>275</b>		<b>Total FY2015-2018</b>			<b>1,324</b>		<b>Total FY2019-2022</b>		<b>0</b>

## Pennsylvania - Highway Program

### Bucks

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

AQ Code

**LIMITS**  
**IMPROVEMENT:**  
**MUNICIPALITIES:**  
**PROJECT MANAGER:**

Act/ Let Date: 10/27/2011

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS	11,552											
CON	TOLL												
CON	STU		1,473										
CON	NHS		4,277										
CON	TOLL												
CON	STU			56									
		<b>11,552</b>	<b>5,750</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>17,358</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

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

AQ Code S19

**LIMITS** Over Cooks Creek  
**IMPROVEMENT:** Bridge Repair/Replacement  
**MUNICIPALITIES:** Durham Township

Not SOV Capacity Adding

**PROJECT MANAGER:** Gannett/PTL

Est Let Date: 12/15/2015

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185		420										
FD	BOO		656										
FD	TOLL												
ROW	BOO		55										
ROW	TOLL												
UTL	TOLL												
UTL	BOO		55										
CON	BND		2,807										
		<b>0</b>	<b>3,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>3,993</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Bucks

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

**AQ Code** S10 **LIMITS** Church Road to Tollgate Road

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** Hatfield Township; Hilltown Township; Richland Township; West Rockhill Township

**PROJECT MANAGER:** TSS/DMB

*Est Let Date: 10/15/2015*

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	424											
CON	581				2,622								
CON	581					3,463							
CON	581						3,463						
		<b>424</b>	<b>0</b>	<b>0</b>	<b>2,622</b>	<b>3,463</b>	<b>3,463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,046</b>	<b>Total FY2015-2018</b>			<b>6,926</b>	<b>Total FY2019-2022</b>			<b>0</b>

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

**AQ Code** A2 **LIMITS** US 202, Chalfont to New Britain Borough

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Chalfont Borough; New Britain Borough

**PROJECT MANAGER:**

*Est Let Date: 6/15/2015*

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SRTS	101											
PE	STU		29										
CON	SRTS	619											
		<b>720</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>749</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Bucks

MPMS# 88083

**Stoopville Road Improvements - Phase 2**

AQ Code R2

LIMITS SR 532 to SR 413

Minor SOV Capacity

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES:

PROJECT MANAGER: Gannett/CS

Est Let Date: 3/15/2015

This project represents phase two (4.65 miles) of the Stoopville Road Improvements ARRA project in Bucks County. This project includes the installation of landscaped islands at the following intersections: Stoopville Road & Rosefield Drive; Stoopville Road & Eagleton Farms Rd /Hemlock Drive; Stoopville Road & Linton Hill Chase, which currently have transverse markings; installation of a flashing warning beacon at Stoopville Road & Creamery Road /Linton Hill Road and Stoopville Road & Washington Crossing Road with mast arms and create a multi-way stop condition based upon inadequate sight distance; installation of traffic signals Washington Crossing Road (SR 0532) & Highland Road; the upgrade of a existing "span wire" flasher to a modern "mast arm" flasher at Stoopville Road & Eagle Road.

Project will also include widening at the Southbound Approach of Washington Crossing Road (SR 0532) to provide for a 12 foot right-turn lane with a 4 foot shoulder. There will also be minor widening (less than 5 feet) on the Northbound Approach of Washington Crossing Road (SR 0532) to better align the roadway and on the Eastbound approach of Stoopville Road to align with the private driveway. There will also be a mill and overlay approximately 2000 feet in either direction, with new pavement markings, and the installation of raised pavement markers to increase safety.

At the existing signalized intersection of Washington Crossing Road (SR 0532) & Lindenhurst Road, it is proposed to upgrade this traffic signal at this location to be powder coated black to match the rest of the project area. It also anticipated that the Controller Cabinet will be replaced.

Decorative crosswalks will be installed for pedestrian accessibility at all intersections. For those unsignalized locations, additional signage inclusive of advance warning signage will be installed. Where sidewalks exist, curb ramps will be installed to meet ADA criteria. Where no sidewalks exist, a detectable warning surface on an asphalt paved area will be installed to meet ADA criteria. The spur road connecting Washington Crossing Road (SR 0532) with Stoopville Road will be removed from the project, and minor modifications will be required to provide access to existing driveways.

2008 Appropriations Earmark - \$490,000 (\$370,000 balance available). PA ID #710.

2009 Public Lands Highway Discretionary - \$950,000.

See companion ARRA project (MPMS# 84096)

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	45											
PE	SXF		56										
FD	SXF	75											
ROW	SXF		72										
UTL	SXF		72										
CON	SXF			50									
CON	PLHD			950									
CON	STP				200								
		120	200	1,000	200	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			1,520	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0



## Pennsylvania - Highway Program

### Bucks

MPMS# 88618  
AQ Code S11

**All Weather Pvmnt Mark**

LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: Bristol Township

PROJECT MANAGER:

No Let Date

Furnishing and Installation of snowplowable raised pavement markers having one/two way holder with reflector of the type indicated, at various site locations on Highways and Ramps in Bucks, Chester, Delaware, Montgomery and Philadelphia counties.

4/15/2010-- Project Let, District Control has been changed from Traffic/FJ to CONSTR. Low bidder was Concrete Coring Company, Inc. with a low bid of \$327,308.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		96										
		0	96	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			96	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

MPMS# 90197  
AQ Code S19

**Tyburn Road Bridges (1) Over Amtrak/Conrail**

LIMITS Over Amtrak/Conrail

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Falls Township

PROJECT MANAGER:

Est Let Date: 9/13/2012

This project entails the superstructure rehabilitation/ replacement and substructure rehab to a bridge on Tyburn Road (SR 2020). These bridge carries Tyburn Road over Amtrak and Conrail. As part of this rehabilitation structures will be analyzed and retrofitted to address seismic loading conditions. Road way reconstruction will be minimal and it will be limited to profile changes to address the substandard vertical clearance issues. Project involves coordination with CSX and Amtrak. During construction Tyburn Road will be open for traffic at least one lane in each direction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO			1,400									
UTL	185			350									
CON	BND		3,283										
CON	BND			4,773									
CON	BND				10,243								
		0	3,283	6,523	10,243	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			20,049	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Bucks

MPMS# 92310

**Critical Bridge Replacement, Bucks County**

AQ Code

LIMITS Various Locations

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Wrightstown Borough; Doylestown Township; Morrisville Borough; Newtown Township; Richland To

PROJECT MANAGER:

Est Let Date: 6/19/2014

This project includes the replacement of various bridges in critical condition with minimal roadway improvements throughout Bucks County.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP		250										
		0	250	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		250				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 92403

**Trenton Avenue Corridor Study (PCTI) - Round 2 SR:2026**

AQ Code X1

LIMITS Trenton Ave, from N. Delmorr Avenue (S.R. 32) to Pine Grove Road (S.R. 2071)

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Falls Township

PROJECT MANAGER:

No Let Date

Evaluate corridor to identify context sensitive transportation solutions that incorporate community goals and planning objectives. Access management along with sidewalk, signal and multimodal improvements solutions are anticipated.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
STDY	STP		90										
		90	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		90				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 92404

**Trumbauersville Road Gateway Improvements (PCTI) - Round 2**

AQ Code X

LIMITS Trumbauersville Road, from Gateway Area to West of the intersection with State Route 309

IMPROVEMENT: Streetscape

MUNICIPALITIES: Richland Township

PROJECT MANAGER:

Est Let Date: 12/20/2012

The project proposes to develop a Gateway Area along Trumbauersville Road (SR 4051). The Gateway will consist of a transition area with streetscape and traffic calming improvements, and the construction of a mid-block crossing to complete a trail link. This project was recommended for funding during the 2011 PCTI Round.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP		84										
CON	STP		629										
		713	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		713				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Bucks

**MPMS# 92953**

**Bensalem Signal Improvements (ARLE 1)**

**AQ Code** 2013M

**LIMITS** Rockhill Drive from Old Lincoln Highway (SR2037) to Neshaminy Boulevard

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Bensalem Township

**PROJECT MANAGER:**

*No Let Date*

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will evaluate, develop and implement optimized traffic signal timings and coordination settings to meet the current traffic demand on Rockhill Drive from Old Lincoln Highway (SR2037) to Neshaminy Boulevard.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	244	36													
		36	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			36	Total FY2015-2018				0	Total FY2019-2022				0

**MPMS# 92954**

**Bristol Sign Replacement (ARLE 1)**

**AQ Code**

**LIMITS** Various Locations throughout Bristol Borough

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Bristol Township

**PROJECT MANAGER:**

*No Let Date*

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project provides for the replacement of existing regulatory signs with new regulatory signs to meet minimum retroreflectivity requirements. Specifically, Bristol Borough will be replacing 200 Stop Signs, 5 Yield Signs, 40 Speed Limit Signs, 50 Do Not Enter Signs, 50 Horizontal One-Way Signs and 175 sign posts.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	244	21													
		21	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			21	Total FY2015-2018				0	Total FY2019-2022				0

## Pennsylvania - Highway Program

### Bucks

MPMS# 92955

**Buckingham Signal Upgrade (ARLE 1)**

AQ Code

**LIMITS** Durham Road (Route 413) and Cold Spring Creamery Roads

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Buckingham Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the upgrade to the loop sensors at the intersection of Durham Road (SR 0413) and Cold Spring Creamery Roads to video detection sensors.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	27												
		27	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			27	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

MPMS# 92956

**Chalfont Fire Station Warning (ARLE 1)**

AQ Code

**LIMITS** Bristol Road/Butler Avenue SEPTA Railroad Crossing

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Chalfont Borough

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for improvements to the pedestrian arm railroad crossing gate for the sidewalk at the SEPTA Railroad Crossing at Butler Avenue (Route 202) and Bristol Road. The project also includes the installation of a Fire Station Solar Powered Warning System for the new Chalfont Volunteer Fire Station.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	70												
		70	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			70	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Bucks

MPMS# 92957

**New Britain Traffic Control (ARLE 1)**

AQ Code

**LIMITS** Intersection of SR 202 and Sand Road & intersection of SR202 and Bristol Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** New Britain Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for improvements to the traffic control signals with the installation of LED lights at the intersection of SR 202 and Sand Road and the intersection of SR202 and Bristol Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	34												
		34	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			34	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92959

**Nockamixon Traffic Signal (ARLE 1)**

AQ Code

**LIMITS** Intersection of Route 611 and Route 412

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Nockamixon Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for improvements along Route 611 and will include the conversion of traffic-control signals to LED modules at the intersection of Route 611/Route 412 and the intersection of Route 611/Church Hill Road and the installation of a flashing warning device on Route 412. The proposed project will improve safety by establishing unified and brighter LED signals on this heavily traveled corridor and reduce energy consumption.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	10												
		10	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			10	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Bucks

MPMS# 92960

**Perkasie Route 563/Park Ave Signal (ARLE 1)**

AQ Code

**LIMITS** Route 536/Ridge Road and Route 313 and 5th Street

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Perkasie Borough

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the installation of emergency preemption module to the traffic control signal at Ridge Road (SR 563) and Park Avenue.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	12												
		12	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			12	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93446

**Route 1 Improvement**

AQ Code S6

**LIMITS** Pennel interchange and the PA 413

**IMPROVEMENT:** Roadway Rehabilitation

**MUNICIPALITIES:** Bensalem Township; Middletown Township

**PROJECT MANAGER:**

No Let Date

Route 1 Improvements  
Route 1 - Frontage Road Corridor, Bucks County  
Corridor Improvements

This preventative maintenance and improvement project encompasses the 2.1 mile frontage road corridor between the Pennel interchange and the PA 413. The proposed improvements for this segment include rehabilitation of the bridge carrying US 1 over Highland Avenue (8B), replacement of the existing double-face guide rail median barrier with concrete glare screen, pavement rehabilitation, potential replacement of the existing raised concrete traffic islands located between the mainline travel lanes and the frontage roads with concrete median barrier and full width shoulders, and potential drainage and ITS relocations.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	581		5,825											
CON	STP							20,000						
		0	5,825	0	0	0	0	20,000	0	0	0	0	0	
		Total FY2011-2014			5,825	Total FY2015-2018				20,000	Total FY2019-2022			0

Total For Bucks	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$60,414	\$61,076	\$69,355	\$74,485	\$265,330	\$90,547	\$25,063

## Pennsylvania - Highway Program

### Chester

**MPMS# 14134**      **West Bridge Street Bridge Over Amtrak**

**AQ Code S19**      **LIMITS** Over Amtrak

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Parkesburg Borough

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 7/16/2015*

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	BOO		217												
FD	183		40												
FD	LOCAL		14												
CON	BOF				4,452										
CON	183				835										
CON	LOCAL				278										
		0	271	0	5,565	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>			<b>5,836</b>			<b>Total FY2015-2018</b>			<b>0</b>			<b>Total FY2019-2022</b>	

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

**AQ Code S19**      **LIMITS** Over Culbertson Road

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** East Brandywine Township

**PROJECT MANAGER:** P/CNV

*Est Let Date: 6/16/2014*

Replace bridge. Reconstruct approach roadway. Minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	916D		546												
CON	916D			563											
		0	546	563	0	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>			<b>1,109</b>			<b>Total FY2015-2018</b>			<b>0</b>			<b>Total FY2019-2022</b>	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** S19 **LIMITS** Over West Branch of Red Clay Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Kennett Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 2/4/2016*

Replace Chandler Mill Road Bridge over West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient (sufficiency rating of 18), functionally obsolete, and posted for 8 tons. The bridge is part of the Chester County Planning Commission's recommended bikeway network.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF				278								
FD	183				52								
FD	LOCAL				17								
ROW	BOF				46								
ROW	183				9								
ROW	LOCAL				2								
CON	BOF				668								
CON	183				126								
CON	LOCAL				42								
		0	0	0	1,240	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>1,240</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 14261** **Church Road Bridge Over Valley Creek**

**AQ Code** S19 **LIMITS** Over Valley Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 6/15/2015*

Replace Church Road over Valley Creek in Tredyffrin Township. This County owned bridge (#282) is structurally deficient (sufficiency rating of 32), functionally obsolete, and posted for 20 tons. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF		262										
FD	183		49										
FD	LOCAL		16										
ROW	BOF			45									
ROW	183			9									
ROW	LOCAL			2									
UTL	BOF			35									
UTL	183			7									
UTL	LOCAL			2									
CON	BOF				668								
CON	183				126								
CON	LOCAL				42								
		0	327	100	836	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>1,263</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** S19 **LIMITS** Over Brandywine Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Birmingham Township; Pocopson Township

**PROJECT MANAGER:** DAVIES/LEF

*Est Let Date: 3/20/2014*

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916		5,953										
		0	5,953	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,953	Total FY2015-2018			0	Total FY2019-2022			0

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

**AQ Code** M9 **LIMITS** On Camp Bonsul Road over Big Elk Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Elk Township; New London Township

**PROJECT MANAGER:**

*No Let Date*

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	NHCB	248											
PE	183	46											
PE	179	15											
FD	NHCB			252									
FD	183			47									
FD	179			15									
CON	NHCB					1,090							
CON	183					204							
CON	179					68							
		309	0	314	0	1,362	0	0	0	0	0	0	0
		Total FY2011-2014			623	Total FY2015-2018			1,362	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** S19

**LIMITS** Over Amtrak/SEPTA R5 Rail Line

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Downingtown Borough

Adding Subcorr(s): 7E

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 2/4/2016*

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF*	250											
FD	BOF		43										
ROW	BOF*	80											
ROW	BOF		50										
UTL	BOF*	1,600											
CON	BOF				4,348								
CON	185				815								
CON	LOCAL				271								
		<b>1,930</b>	<b>93</b>	<b>0</b>	<b>5,434</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>7,457</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 14484**

**PA 41 Study SR:0041**

**AQ Code** X1

**LIMITS** Delaware State Line to PA 926

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity Adding Subcorr(s): 5A

**MUNICIPALITIES:** London Grove Township; New Garden Township; Londonderry Township; Avondale Borough

**PROJECT MANAGER:** HNTB/MR

*LRPID:45*

*No Let Date*

Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment. Actual cost estimates for construction will be determined with the completion of the Environmental Impact Statement.

SAFETEA DEMO #851, PA ID# 357 - \$3.360 MILLION

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	2,700											
PE	581	685											
		<b>3,385</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,385</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

MPMS# 14504

PA 52 Relocation SR:0052

AQ Code 2020M

LIMITS PA 926 to US 1

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: East Marlborough Township; Kennett Township; Pennsbury Township

Adding Subcorr(s):

PROJECT MANAGER: CONSTR

LRPID:17

No Let Date

5A

This project includes the relocation of SR 0052 between US 1 and SR 0926. SR 0052 will be relocated for approximately 5,000 linear feet and will take place on Longwood Garden's property. Also included with this project will be intersection of SR 0052 and SR 0926, SR 0052 and US 1 north leg and SR 0052 and US1 south leg. It involves the construction a two lane relocation of the existing roadway at the eastern border of the Longwood Gardens property to correct a safety problem due to poor intersection and roadway geometry. This road is part of the Chester County Planning Commission recommended bikeway network.

SAFETEA DEMO #4776, PA ID# 586 - \$200,000

SAFETEA DEMO #2894, PA ID# 482 - \$960,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	STP		125											
ROW	581		31											
UTL	STP		265											
UTL	581		149											
UTL	STP			303										
UTL	581			76										
		0	570	379	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>949</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

MPMS# 14515

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

AQ Code 2020M

LIMITS Shoen Road to Gordon Drive

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: West Whiteland Township; Uwchlan Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/DMB

LRPID:42

Est Let Date: 11/14/2013

16A

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

CMP Improvements in the form of the Lionville Park and Ride lot were completed in the initial phase of this project. ITS treatments for this section of roadway are included in the US Route 202 ITS project, MPMS #64479.

ITS Treatments are complete.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	581		175												
CON	581			2,185											
CON	581				4,108										
CON	581					4,831									
CON	581						3,451								
		0	175	2,185	4,108	4,831	3,451	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		<b>6,468</b>				<b>Total FY2015-2018</b>				<b>8,282</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** 2030M

**LIMITS** PA 10 to Exton Bypass

**IMPROVEMENT:** Roadway Rehabilitation

Minor SOV Capacity  
Adding Subcorr(s):  
7E

**MUNICIPALITIES:** West Sadsbury Township; Caln Township; Coatesville City; Downingtown Borough; East Caln Town

**PROJECT MANAGER:** TSS/SPF

LRPID:48

No Let Date

This project serves as the design phase of a project to reconstruct approximately 14 miles of mainline pavement; addition of through lanes as required by traffic analysis; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses ; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined). This project is for design only; construction has been broken out into 2 new projects, MPMS #87781 – CON is \$239 M in FY2009 dollars (Eastern portion), and MPMS #84884 – CON is \$201 M in FY2009 dollars (Western portion).

Project is located in East Caln Township, Downingtown Borough, Caln Township, Coatesville City, Valley Township, West Caln Township, Sadsbury Township, West Sadsbury Township

TEA 21 DEMO -\$600,000

SAFETEA DEMO #3172, PA ID# 504 - \$4 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	1,992											
PE	581	498											
FD	NHS									28,222			
FD	581									16,127			
ROW	NHS										7,143		
ROW	581										1,716		
		<b>2,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,349</b>	<b>8,859</b>	<b>0</b>	<b>0</b>
<b>Total FY2011-2014</b>		<b>2,490</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>53,208</b>			

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

**AQ Code** 2020M

**LIMITS** Kennett Square Bypass to Greenwood Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
5A

**MUNICIPALITIES:** East Marlborough Township

**PROJECT MANAGER:** EE/JB

LRPID:44

Est Let Date: 12/15/2015

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581		200										
ROW	581		100										
UTL	581		200										
CON	STP				3,988								
CON	581				997								
		<b>0</b>	<b>500</b>	<b>0</b>	<b>4,985</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total FY2011-2014</b>		<b>5,485</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

MPMS# 14613

PA 41, Gap Newport Road Intersection Improvements SR:0041

AQ Code R1

LIMITS At Baltimore Pike

Minor SOV Capacity

IMPROVEMENT: Intersection/Interchange Improvements

Adding Subcorr(s):

MUNICIPALITIES: London Grove Township

5A

PROJECT MANAGER: HNTB/JME

Est Let Date: 6/7/2014

Safety and Mobility Improvements for the Intersection of SR 41 (Gap Newport Road) and Old Baltimore Pike. Modification of this intersection as a roundabout will increase safety and mobility.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	HSIP	170											
FD	HSIP*	200											
FD	LOCAL	42											
CON	HSIP				2,782								
CON	581				696								
		412	0	0	3,478	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,890	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Chester

MPMS# 14663

**Chester Valley Trail (Sec 1/3) - Phase 1 SR:3070**

AQ Code A2

**LIMITS** Valley Creek Blvd to PA 29/Mathews Road Intersecti

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** West Whiteland Township; East Whiteland Township

Adding Subcorr(s): 7E, 8C, 16A

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 7/30/2009

Construction of a 3.9 mile multi-use regional trail from Valley Creek Blvd in West Whiteland Township to the intersection of PA 29 and Matthews Rd in East Whiteland Township. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes a new bridge over Church Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. This is a segment of a larger regional trail that will connect central Chester County with Norristown, Valley Forge National Park, and the Schuylkill River Trail. See MPMS #14675 and #16705 for other segments and connections to this regional trail project.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CMAQ*		43										
PE	LOCAL		12										
FD	CMAQ	886											
FD	LOCAL	23											
UTL	CMAQ*	88											
UTL	LOCAL	23											
CON	STE	500											
		1,520	55	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>1,575</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

MPMS# 14675

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

AQ Code A2

**LIMITS** Old Eagle School Road to Route 29

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 7E

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

**PROJECT MANAGER:** EE/DVRPC/RG

Act/Let Date: 12/15/2011

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

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CAQ			11,807									
CON	LOCAL			2,951									
		0	0	14,758	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>14,758</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

**MPMS# 15385**      **US 202, Section 100 (ES1) - Design SR:0202**  
**AQ Code 2030M**      **LIMITS** Matlack Street to the Delaware State Line  
                                  **IMPROVEMENT:** Roadway New Capacity  
 Major SOV Capacity      **MUNICIPALITIES:** Various  
 Adding Subcorr(s):      **PROJECT MANAGER:** Gannett/VAG  
 8A

LRPID:39 No Let Date

This project serves as the design phase for Section 100 of Route 202. Improvements along 7.5 miles of US 202 between Matlack Street and the Delaware State Line to address congestion and deficiencies in the existing transportation network. This project is currently in the draft environmental impact statement phase. Current alternatives include widening, grade-separation of interchanges, and other intersection improvements. Smart Transportation strategies will be applied to define additional solutions and appropriate level of environmental documentation. This project spans numerous municipalities in both Chester and Delaware Counties, including West Goshen, Westtown, Thornbury (Chester), Thornbury (Delaware), Birmingham, Chadds Ford, Concord, and Bethel.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to construction management.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STU		874											
FD	STU									11,462				
FD	581									2,866				
CON	STU												190,538	
CON	STP												170,000	
CON	TOLL													
CON	TOLL													
		0	874	0	0	0	0	0	0	14,328	0	0	360,538	
		<b>Total FY2011-2014</b>			874	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			374,866



## Pennsylvania - Highway Program

### Chester

**MPMS# 47137** **PA 41 at Zook Rd., and Bridge over Octoraro SR:0041**

**AQ Code R1** **LIMITS** Bridge over Octoraro Creek

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Sadsbury Township

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 6/18/2009*

**FUNDS ACCOUNT FOR ACCRUED UNBILLED COSTS**

This project consists of the widening of S.R. 0041 from two 11 foot wide lanes with 8 foot wide shoulders to three 11 foot wide lanes with 10 foot wide shoulders to provide for a continuous 450' center left turn lane and dedicated left turn lanes on northbound and southbound S.R. 0041 at the intersections with Zook Road and Simmonstown Road/Sadsbury Avenue. The existing 24 foot span Reinforced Concrete T-Beam structure carrying S.R. 0041 over Pine Creek will be replaced with a 65 foot span Precast Concrete Spread Box Beam structure. The structure will remain on existing alignment. The project will also include the construction of a stormwater detention basin and a wetland replacement area.

Add left turn lanes of both approaches of PA 41 and widen bridge over Octoraro Creek. \$1.463 DEMO moved to this project from #47421.

TEA-21 Earmark 1107 - PA ID# -173  
Remaining earmark available -\$1,304,462

TOLL CREDIT

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STP	355													
CON	TOLL														
		355	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>			355	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				0

**MPMS# 47979** **Paoli Transportation Center Road Improvements SR:0030**

**AQ Code R1** **LIMITS** US 30, Lancaster Avenue/North Valley Road/Central

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Willistown Township; Tredyffrin Township

**PROJECT MANAGER:** TSS/

*Est Let Date: 10/6/2022*

The Paoli Transportation Center will provide a new intermodal transportation center planned just west of the existing Paoli train station that serves Amtrak, SEPTA's R5, and various bus routes. This project includes roadway, bridge, intersection, and signalization improvements in and around the Paoli Transportation Center. The improvements will address access and circulation needs for vehicles, buses, bicyclists, and pedestrians. The improvements will be focused on roadways around the new transportation center including US 30 (Lancaster Avenue), North Valley Road, and Central Avenue. See MPMS #60574 for the transit components of the Intermodal Center.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
STDY	581	350													
PE	581	220													
PE	CMAQ		400												
CON	STP											99,009			
		570	400	0	0	0	0	0	0	0	0	99,009	0		
		<b>Total FY2011-2014</b>			970	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				99,009

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** 2020M **LIMITS** Main Street to Taylor Alley  
**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
 Adding Subcorr(s): **MUNICIPALITIES:** Phoenixville Borough

9B **PROJECT MANAGER:** TSS/HPF *LRPID:41* *Est Let Date: 1/15/2016*

This project is the 1st phase of the design and construction of French Creek Parkway. This project will provide a roadway connection between Main St. and Taylor Alley in the Borough of Phoenixville, and include a new traffic signal, a new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network. It is the first phase of the French Creek Parkway Master Plan and will support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses. A new Functional Classification will need to be established for the roadway.

**TOLL CREDIT**  
 SAFETEA-LU Earmark # 1336 (PA ID #387) \$4 million  
 SAFETEA-LU Earmark #4771 (PA ID #587) \$1 million

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF*	218											
PE	SXF	238											
FD	SXF		325										
ROW	SXF		40										
UTL	SXF		25										
CON	STU				1,714								
CON	SXF				3,672								
		<b>456</b>	<b>390</b>	<b>0</b>	<b>5,386</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>6,232</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 57664** *Newark Road Intersection Improvements SR:3033*

**AQ Code** R1 **LIMITS** At Hillendale Road  
**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity  
**MUNICIPALITIES:** New Garden Township

**PROJECT MANAGER:** EE/JA *Est Let Date: 6/19/2014*

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	110											
FD	581			56									
ROW	581			225									
UTL	581	112											
UTL	581			113									
CON	581					2,214							
		<b>222</b>	<b>0</b>	<b>394</b>	<b>0</b>	<b>0</b>	<b>2,214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>616</b>	<b>Total FY2015-2018</b>			<b>2,214</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

**MPMS# 57683** *Old Gap/Newport Pike Bridge Over Valley Creek SR:7401*

**AQ Code** S19 **LIMITS** Over Valley Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Atglen Borough

**PROJECT MANAGER:** HNTB/GCG

*Actl Let Date: 2/9/2012*

The project involves the replacement of the Old Gap Newport Pike Bridge over Valley Creek. The existing Old Gap Newport Pike Bridge is a two span, steel I-beam bridge that was built in 1930 and rehabilitated in 1950. The bridge, owned and operated by Atglen Borough, was determined eligible for listing on the National Register of Historic Places. Project involves minimal roadway work and utility pole relocation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	1,525												
CON	183	286												
CON	LOCAL	95												
		1,906	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			1,906		<b>Total FY2015-2018</b>			0		<b>Total FY2019-2022</b>		0

**MPMS# 57684** *PA 82 Bicycle/Pedestrian Trail*

**AQ Code** A2 **LIMITS** PA 926 to Mill Road

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** East Marlborough Township

**PROJECT MANAGER:** EE/DVRPC/LS

*Est Let Date: 5/15/2015*

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	CMAQ		75											
ROW	TOLL													
UTL	CMAQ		250											
UTL	TOLL													
CON	CMAQ			672										
CON	TOLL				672									
CON	CMAQ													
CON	TOLL													
		0	325	672	672	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			1,669		<b>Total FY2015-2018</b>			0		<b>Total FY2019-2022</b>		0

## Pennsylvania - Highway Program

### Chester

MPMS# 59434

**Schuylkill River Trail (Q20)**

AQ Code A2

**LIMITS** Township Line Road to US 422 over Schuylkill River

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** East Coventry Township; East Pikeland Township; East Vincent Township; North Coventry Townshi

**PROJECT MANAGER:** EE/DVRPC/RG

Est Let Date: 2/15/2016

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ				6,956								
		0	0	0	6,956	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			6,956	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

MPMS# 60687

**Southern Chester County Rail Corridor Improvements (Q26)**

AQ Code NRS

**LIMITS** North of Chadds Ford/West of Brandywine Creek

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Pocopson Township

Adding Subcorr(s): 5A

**PROJECT MANAGER:** CONSTR

Est Let Date: 10/30/2009

The purpose of this project is install additional track to facilitate the safe and efficient movement of freight cars to and from Wilmington, DE and points north and west. This improvement will eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic. The revised scope will achieve comparable safety, air quality, and operational benefits by constructing a 2100 ft rail siding in Pocopson Township to enable the movement and switching of freight rail cars.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	432											
		432	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			432	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Chester

**MPMS# 60703** *East Goshen Township(Signals) SR:2014*  
**AQ Code** 2020M **LIMITS** Airport Rd.- N. Chester Rd. on Paoli Pk  
**IMPROVEMENT:** Signal/ITS Improvements  
**MUNICIPALITIES:** East Goshen Township  
**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 6/10/2010*

Minor SOV Capacity  
 Adding Subcorr(s):  
 8B

Installation of a closed loop signal system interconnecting six intersections on Paoli Pike from Airport Rd. to North Chester Rd. (PA 352)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	CMAQ		316											
CON	CMAQ		100											
		0	416	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			416	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 61690** *Uwchlan Township Trails - Phase II SR:0000*  
**AQ Code** A2 **LIMITS** Along Sheree Boulevard  
**IMPROVEMENT:** Bicycle/Pedestrian Improvement  
**MUNICIPALITIES:** Uwchlan Township  
**PROJECT MANAGER:** EE/DVRPC/RG

*No Let Date*

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			0	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Chester

MPMS# 61885

**Schuylkill River Trail (Q42) SR:0000**

AQ Code A2

**LIMITS** Along South Bank of French Creek

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Phoenixville Borough

Adding Subcorr(s): 8B, 9A

**PROJECT MANAGER:** TSS/HPF

No Let Date

Construction of the last mile of trail to connect the southern and northern Schuylkill River Trail segments as they meet at the Borough of Phoenixville.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	CMAQ			180									
ROW	LOCAL			45									
UTL	CMAQ			45									
UTL	LOCAL			11									
CON	CAQ				464								
CON	LOCAL				116								
		0	0	281	580	0	0	0	0	0	0	0	0
		Total FY2011-2014		861		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Chester

**MPMS# 64222** **US 422 Expressway Reconstruction, Chester and Montgomery (M1A) SR:0422**

**AQ Code S19** **LIMITS** Schuylkill River Bridge to East of Norfolk Souther

**IMPROVEMENT:** Roadway Rehabilitation

Minor SOV Capacity **MUNICIPALITIES:** Lower Pottsgrove Township; North Coventry Township

**PROJECT MANAGER:** EE/LJL

LRPID:02

Act/ Let Date: 6/28/2012

Reconstruction of approximately one mile of expressway on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. The Armand Hammer Boulevard Interchange will be realigned from a Trumpet configuration with tight loop ramps and indirect connection, to a Diamond configuration with a direct connection between Armand Hammer Boulevard and SR 0422. Three (3) bridges carrying SR 0422 over the Schuylkill River, Norfolk Southern Railroad Spur, and Norfolk Southern Railroad Mainline (24.0 Sufficiency Rating), will be reconstructed; and one (1) bridge carrying Armand Hammer Blvd. over SR 0422 will be reconstructed providing 16'-6" of vertical clearance. The Schuylkill River Bridge is a fracture critical structure with Hone-like details (a similar SR 0422 structure with the same type of details experienced girder fracture in 2003). The new structure will have a multi-girder superstructure. The replaced bridge will provide for a 14 foot wide Schuylkill River Trail crossing separated from the vehicular traffic using concrete barrier. As part of the interchange reconfiguration, one (1) existing structure carrying SR 0422 over Ramp EF will be removed. A new traffic signal will be provided at the intersection of Armand Hammer Blvd. and Ramps E and F, while the existing signal at Ramp C and Industrial Highway will be replaced, both to be interconnected with the existing signal along Armand Hammer Blvd at the Home Depot entrance. Also see MPMS #s 14698, 16738, 64220, and 66986.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS		1,360										
ROW	581		340										
UTL	NHS	679											
UTL	581	170											
UTL	NHS		1,801										
UTL	581		450										
CON	BOO	9,193											
CON	STP	200											
CON	NHS	1,661											
CON	581	339											
CON	185	2,299											
CON	BOO		7,405										
CON	NHS		3,914										
CON	STP		2,049										
CON	STU		770										
CON	581		192										
CON	185		1,850										
CON	581		512										
CON	581		1,061										
CON	STP			5,490									
CON	BOO			6,040									
CON	SPK-FB			18,008									
CON	185			1,509									
CON	SPK-SB			4,502									
CON	581			1,373									
CON	SPK-FB				16,053								
CON	STP				5,582								
CON	BOO				11,812								
CON	185				2,953								
CON	SPK-SB				4,013								
CON	581				1,395								

## Pennsylvania - Highway Program

### Chester

14,541	21,704	36,922	41,808	0	0	0	0	0	0	0	0
Total FY2011-2014		114,975		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 64494

**US 202, Swedesford Road to PA 29 (Section 320) SR:0202**

AQ Code 2020M

**LIMITS** Little Valley Creek Bridge to North Valley Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
8C

**MUNICIPALITIES:** East Whiteland Township; Tredyffrin Township

**PROJECT MANAGER:** TSS/MCF

LRPID:43

Act/ Let Date: 12/9/2010

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. Also included is the widening and rehabilitation of the Valley Creek and North Valley Road bridges, construction of SWM basins and installation of sound barrier walls.

This project is coordinated with MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	29,630											
CON	NHS	20,400											
CON	NHS	5,150											
CON	STP	20,658											
CON	STU		13,802										
CON	sSTP		1,380										
CON	STU			8,675									
CON	STP			1,930									
CON	STU				13,450								
CON	STP				2,262								
		<b>75,838</b>	<b>15,182</b>	<b>10,605</b>	<b>15,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		Total FY2011-2014		117,337		Total FY2015-2018		0		Total FY2019-2022		0	



## Pennsylvania - Highway Program

### Chester

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

**AQ Code** 2020M **LIMITS** Exton Bypass to Little Valley Creek Bridge

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** East Whiteland Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/MCF

8C

LRPID:43

Est Let Date: 10/18/2012

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

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

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

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

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS		4,000										
CON	STU		842										
CON	NHS			17,144									
CON	STU			7,044									
CON	NHS				25,855								
CON	STU				6,463								
CON	NHS					20,278							
CON	STU					5,227							
		0	4,842	24,188	32,318	25,505	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>61,348</b>		<b>Total FY2015-2018</b>		<b>25,505</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

**MPMS# 65903** *Park Road Pedestrian Bridge Over PA Turnpike (TE)*

**AQ Code** A2 **LIMITS** Over PA Turnpike (I-76)

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Upper Uwchlan Township

Adding Subcorr(s): **PROJECT MANAGER:** HNTB/GCG

*Act/ Let Date: 12/2/2010*

Park Road Pedestrian Bridge Project involves installation of pedestrian facilities for Park Road (T-523, formerly known as S.R. 4035). Project will consist of a 128'-8", 10' wide steel plate girder superstructure over the Pennsylvania Turnpike (Interstate 76). Additionally, the project will include construction of a 450 linear foot long, 6 to 8 foot wide asphalt pathway from the proposed pedestrian bridge to Hickory park. Installation of a flashing pedestrian warning signal where the pedestrian walkway traverses Park Road will also occur.

This project was recommended for funding during the 2002 TE Round. \$608,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	608												
CON	STE			113										
		608	0	113	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			721	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 69647**

*US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek SR:0322*

**AQ Code** S19 **LIMITS** Over Brandywine Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** East Caln Township; West Bradford Township

Adding Subcorr(s): **PROJECT MANAGER:** DAVIES/LEF

*Est Let Date: 10/18/2012*

This project involves the replacement of the existing bridge. The structure to be replaced is a three span "fracture critical" steel thru girder bridge. Each span is 72' in length totaling 216'. The existing bridge is 23' wide curb-to-curb and carries one lane of traffic in each direction as well as Pennsylvania's Bike Route L. A sidewalk obstructed by guiderail is located on the western side of the bridge. Reinforced concrete abutments and piers skewed 45 degrees to the roadway centerline support the steel superstructure. The approach roadways north and south of the bridge are approximately 40' wide and consist of 2-12' lanes and 2-8' shoulders. The proposed structure is a three span prestressed concrete bridge. The proposed bridge out-to-out width is 49' 11 1/4', curb to curb is 40' and consists of 2-12' lanes and 2-8' shoulders. The proposed sidewalk width is 5-5 3/4'. The new bridge lane and shoulder widths will match the existing approach roadway lane and shoulder widths. The new 8' shoulders across the bridge will also serve as bike lanes for Pennsylvania's Bike Route L. Reinforced concrete abutments and piers skewed 60 degrees to the roadway centerline will be utilized to support the superstructure and better align with the stream flow. The proposed approach roadway work will be limited to drainage and safety improvements. The approach roadways will be repaved as part of this project, no approach widening is anticipated. A slight change to the existing vertical profile is anticipated to fit the new bridge into the site. The horizontal alignment however will remain unchanged. No public or private utilities are currently located on the bridge.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916D		3,410											
CON	916D			2,090										
		0	3,410	2,090	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			5,500	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Chester

**MPMS# 69911** *Harmonyville Road Bridge SR:4018*

**AQ Code** S19

**LIMITS** Over Pine Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Warwick Township

**PROJECT MANAGER:** HNTB/PAM

*Act/ Let Date: 12/15/2011*

Replace Harmonyville Road Bridge (SR4018) over Pine Creek in Warwick Township, located west of Bethesda Road. This 22 foot, state-owned bridge is structurally deficient (sufficiency rating of 32), posted at 19 tons/35 tons combination, and originally constructed in 1937.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO		909										
CON	185		227										
		0	1,136	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>1,136</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

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

**AQ Code** S19

**LIMITS** Over Valley Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Atglen Borough

**PROJECT MANAGER:** EE/JB

*Est Let Date: 3/27/2014*

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 12.0' of fill. It is not considered historical. The existing sufficiency rating is 44.7. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right (total 52'). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately 1/2 mile (includes SR 41/Section NPP) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		235										
FD	185		175										
ROW	916	200											
UTL	916	150											
CON	916	1,746											
CON	916		1,746										
		2,096	2,156	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>4,252</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

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

**AQ Code S19** **LIMITS** Over Officers Run

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Atglen Borough

**PROJECT MANAGER:** EE/JB

*Est Let Date: 3/27/2014*

This project is the replacement of an existing single span reinforced concrete T-beam bridge with a spread box beam widening on the left side with a prestressed concrete spread box beam bridge. It is not considered historical. The existing sufficiency rating is 76.4. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' with varying shoulders (8' to 10') and has a variable width raised mountable median providing for a minimum of 51'-3" curb-to-curb. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right and a 15' median providing an 11' turn lane and a 4' painted traffic separator (total 70'-4 1/2"). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately 1/2 mile (includes SR 41/Section VCB) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185	150											
PE	185		239										
PE	185			85									
FD	185		99										
FD	185			37									
ROW	916	100											
UTL	916	150											
CON	916	3,925											
		<b>4,325</b>	<b>338</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>4,785</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

MPMS# 70227

PA 29, Intersection Improvements - Phase 3 SR:0029

AQ Code R1

LIMITS Charlestown Road to Whitehorse Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Charlestown Township; East Whiteland Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/SPF

Act/ Let Date: 5/24/2012

8C

This is the third and final phase of an economic development partnership project to add channelization to adjacent intersections along PA 29. The second phase of the project was awarded in November 2003.

This project consists of intersection improvements at the signalized intersections of Morehall Road (S.R. 0029)/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. Morehall Road (S.R. 0029) will be widened north of Yellow Springs Road to provide for a 10 foot wide southbound left turn lane, two 12 foot wide northbound through lanes, one 11 foot wide southbound through lane, a 13 foot wide curbed southbound through lane and a 5 foot wide northbound shoulder. Charlestown Road will be widened to provide for a 14 foot wide westbound right turn lane onto Morehall Road. Morehall Road will be widened south of Whitehorse Road to provide for an additional 11 foot southbound through lane and the existing northbound right turn lane will be converted to a thru/right lane. Morehall Road will be widened between Whitehorse Road and Charlestown Road to provide for a 11 foot wide northbound left turn lane, two 12 foot wide northbound through lanes, a 12 foot wide northbound right turn lane an 11 foot wide southbound left turn lane two 12 foot wide southbound through lanes and 5 foot shoulders on both sides of the road. Phoenixville Pike will be widened east of Charlestown Road to provide for two 12 foot wide westbound left turn lanes, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and 5 foot shoulders on both sides of the road. Charlestown Road will be widened to provide for an 11 foot wide southbound left turn lane, two 12 foot wide southbound through lanes, two 12 foot wide northbound through lanes and 5 foot shoulders on both sides of the road. West of Charlestown Road, Phoenixville Pike will be widened to provide for a 12 foot wide left turn lane, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and a 5 foot wide shoulder on both sides of the road. Traffic signals will be upgraded or replaced at the intersections of Morehall Road/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. The existing Norfolk Southern railroad crossing of S.R. 0029, just south of Phoenixville Pike, will be upgraded to current standards or removed, based on continuing discussions between PennDOT and Norfolk Southern.

Note that \$1.9 million for construction is provided by 100% STATE SPIKE funds.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SPK-SH	950											
CON	581	1,261											
CON	TPK	775											
CON	581		569										
CON	SPK-SH		978										
CON	TPK		775										
		2,986	2,322	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		5,308		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Chester

**MPMS# 70241**      **Kennett Square Closed Loop Signal System SR:0000**

**AQ Code** 2013M      **LIMITS** State/Cypress/Union Streets

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity      **MUNICIPALITIES:** Kennett Square Borough

Adding Subcorr(s):      **PROJECT MANAGER:** Gannett/SAN

5A

*Est Let Date: 10/18/2012*

Install a closed loop traffic system on various streets at approximately 7 intersections in Kennett Square Borough including State Street, Cypress Street and Union Street (PA 82). The project was recommended in a transportation-land use study done by the Kennett Regional Planning Commission. The purpose would be to reduce overall traffic delay in the commercial district without creating excessive speeds with proper integration to the pedestrian network. State/Cypress Streets (Signals)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	1,061											
CON	CMAQ		864										
CON	CMAQ			432									
		<b>1,061</b>	<b>864</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>2,357</b>				<b>0</b>				<b>0</b>			

**MPMS# 71195**      **Coatesville Train Station Rehabilitation SR:0030**

**AQ Code** M8      **LIMITS** 3rd Avenue at Fleetwood Street

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity      **MUNICIPALITIES:** Coatesville City

Adding      **PROJECT MANAGER:** EE/DVRPC/LS

Adding Subcorr(s):  
7E

*No Let Date*

Rehabilitation of the existing Amtrak train station as part of the Transportation Enhancements program and \$1 million specially earmarked FTA funds. This project accounts for the Highway funding (TE). Funds will be flexed to FTA (PA-55-0005).

\$300,323 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

This project received a \$1 million transit earmark so that FTA can conduct an environmental review. See MPMS# 87534 for the \$1 million Transit (FTA Section 5309) Earmark.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>0</b>				<b>0</b>				<b>0</b>			

## Pennsylvania - Highway Program

### Chester

**MPMS# 71197**

**Sadsburyville Village Enhancement Plan (HTSSRS) SR:4001**

**AQ Code A2**

**LIMITS** Lincoln Highway at Old Wilmington Road

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Sadsbury Township

**PROJECT MANAGER:** EE/DVRPC/JB

*No Let Date*

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

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 71198**

**Park Road Trail (TE) SR:0100**

**AQ Code A2**

**LIMITS** PA 100 to Marsh Creek State Park

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Uwchlan Township

**PROJECT MANAGER:** Gannett/CS

*No Let Date*

This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. 1/2 mile). There currently is no sidewalk or trail and pedestrians and bicyclists must use the roadway. The existing roadway consists of two 11' lanes with no shoulders. The proposed trail will be 6' wide and be within existing ROW. The project will be coordinated with MPMS 65903 (Trail over the turnpike).

\$400,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

## Pennsylvania - Highway Program

### Chester

**MPMS# 72603** **US 322, Main Street at PA 10 Intersection Improvem**

**AQ Code** R2

**LIMITS** Main Street at PA 10

**IMPROVEMENT:** Signal/ITS Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Honey Brook Borough

**PROJECT MANAGER:** TSS/HPF

*Act/ Let Date: 4/15/2010*

Intersection improvements inclusive of new traffic signals and timing. The signal installation to include new posts, mast-arms, heads, conduit, and wiring. A new controller will also be installed. Possible bulb-outs of the curbing to be installed. The curb ramps at the (4) corners of the intersection will be updated to meet the latest ADA criteria.

2 SAFETEA-LU Earmarks

\$384,566 - PA ID# 374, Fed ID# 1076 (Only \$307,776 available)

\$100,148 - PA ID# 575, Fed ID# 4765 (Only \$80,148 available)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	25											
FD	TOLL												
CON	SXF	275											
CON	TOLL												
CON	581	4											
		<b>304</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>304</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 72910**

**AQ Code** A2

**Coatesville Third Avenue Train Station - Streetscape (HTSSRS)**

**LIMITS** 3rd Avenue, Coatesville Train Station to Lincoln H

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Coatesville City

Adding Subcorr(s): 7E

**PROJECT MANAGER:** EE/DVRPC/LS

*No Let Date*

This project will provide for pedestrian improvements along 3rd Avenue between the Coatesville Train Station and Lincoln Highway. The project includes sidewalk widening and replacement, street trees, street furniture, crosswalks, and lighting.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

Also note that the Coatesville Train Station was approved for \$300,323 TE funds (See MPMS# 71195 for the Highway funded TE project) as well as a \$1 million Transit (FTA Section 5309) earmark (MPMS #87534).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>0</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Chester

**MPMS# 72911**

**Phoenixville Streetscape (HTSSRS) SR:1040**

**AQ Code** A2

**LIMITS** Bridge Street, Franklin Avenue to PA 23

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Phoenixville Borough

Adding Subcorr(s): 9B

**PROJECT MANAGER:** EE/DVRPC/JC

No Let Date

The project consists of the revitalization of the 100, 200, and 300 block of Bridge Street which consists of the intersections of routes 29,113, and a minor route 420. The installation of sidewalks, street lightning and street furniture will highlight the effort to revitalize the Borough. The effort is being undertaken in conjunction with the Pennsylvania DCED Main Street Program.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE			828										
CON	STE				172									
		0	0	828	172	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>1,000</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 72912**

**West Grove Community Streetscape (HTSSRS)**

**AQ Code** A2

**LIMITS** Evergreen Avenue/Prospect Avenue/Exchange Place

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** West Grove Borough

Adding Subcorr(s): 3A, 10A

**PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>0</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

**MPMS# 77457**

**Church Street Streetscape (TE)**

AQ Code X12

LIMITS Chestnut Street to Miner Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: West Chester Borough

Adding Subcorr(s): 8B

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE			849									
		0	0	849	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>849</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 77459**

**Phoenixville Streetscape (HTSSRS)**

AQ Code X12

LIMITS PA 29/PA 23/PA 113

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Phoenixville Borough

Adding Subcorr(s): 9A, 9B

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

The proposed historic streetscape project will enhance the historic downtown District in Phoenixville. The enhancements include streetlights, trash receptacles and benches, new sidewalks and curbs to enhance the downtown.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE			829									
CON	STE				171								
		0	0	829	171	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,000</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

**MPMS# 77476**

**Kennett Pike Bikeway SR:0052**

**AQ Code** A2

**LIMITS** PA 52, High Street to Burnt Mill Road

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Kennett Township

Not SOV Capacity Adding

**PROJECT MANAGER:** EE/DVRPC/RG

*No Let Date*

Adding Subcorr(s): 5A

This project will be an approximately 1.5-mi greenway along PA 52 (a PA Scenic Byway). Two major changes to the current landscape of this historic and scenic roadway are proposed. A pedestrian & bicycle way with traffic calming & safety improvements will be built and the historic landscape alongside the road will be restored.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$740,453 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 80042**

**PA 100, Corridor Safety Improvements SR:0100**

**AQ Code** S6

**LIMITS** Hanover Street to Font Road

**IMPROVEMENT:** Intersection/Interchange Improvements

**MUNICIPALITIES:** West Vincent Township; East Nantmeal Township; North Coventry Township; South Coventry Town

Not SOV Capacity Adding

**PROJECT MANAGER:** TSS/DMB

*Est Let Date: 1/15/2015*

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	HSIP	123											
FD	581	31											
ROW	HSIP		109										
ROW	581		27										
CON	HSIP			1,396									
CON	581			349									
		<b>154</b>	<b>136</b>	<b>1,745</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		2,035				0				0			

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** S19

**LIMITS** Over Trout Run Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 4/15/2015*

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	BOO	297													
FD	185	55													
FD	LOCAL	19													
ROW	BOO		87												
ROW	183		16												
ROW	LOCAL		5												
CON	BOO			1,816											
		371	108	1,816	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		<b>2,295</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>		<b>0</b>

**MPMS# 80050** *Pusey Mill Road Bridge Over Big Elk Creek (Quimby's Bridge)*

**AQ Code** S19

**LIMITS** Over Big Elk Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Penn Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 6/16/2014*

The proposed project consists of the replacement of the existing steel girder bridge with a new, pre-cast concrete arch bridge. The bridge will be replaced on-alignment with no change in horizontal alignment. The roadway profile across the bridge will be evaluated and adjusted if needed to meet hydraulic requirements. Minimal approach work is anticipated. The existing bridge is highly deteriorated and narrower than the roadway due to its reduction to one lane at the center of the structure. The replacement will restore two lane traffic over the structure, improve sight distance across the structure, and keep this stream crossing open to traffic in the future.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	BOO			1,080											
CON	183			202											
CON	LOCAL			67											
		0	0	1,349	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		<b>1,349</b>			<b>Total FY2015-2018</b>				<b>0</b>				<b>Total FY2019-2022</b>		<b>0</b>

## Pennsylvania - Highway Program

### Chester

**MPMS# 80060** *London Track Bridge Over White Clay Creek*

**AQ Code** S19 **LIMITS** Over White Clay Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** London Britain Township

**PROJECT MANAGER:** HNTB/NV

*Act/ Let Date: 6/21/2012*

This project entails the replacement of the existing structure that carries SR 3034 over the White Clay Creek. Project is in the White Clay Creek reserve and will require coordination with the National Park Service. Candidate to be turnedback to Township after construction

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916	500												
CON	BND		1,159											
CON	BND			1,159										
		500	1,159	1,159	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>2,818</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

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

**AQ Code** R1 **LIMITS** At Wawaset Road and Lenape Unionville Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Pocopson Township

**PROJECT MANAGER:** HNTB/MR

*Est Let Date: 3/28/2013*

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ				1,591									
		0	0	0	1,591	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>1,591</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Chester

**MPMS# 83710** *Boot Road Extension Bridge Over Brandywine Creek*

**AQ Code** 2020M

**LIMITS** Over Brandywine Creek

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Downingtown Borough

Adding Subcorr(s):

**PROJECT MANAGER:** Gannett/BPM

7E

*Est Let Date: 3/2/2017*

Project will include the construction of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including PA Bicycle Route L.

The new bridge is one component of the Boot Road Extension project, which connects Boot Road (S.R. 2020) from its current terminus point with Brandywine Avenue (S.R. 0322) (east side of the Bridge) to Viaduct Avenue (S.R. 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds. The bridge and road will be publicly owned and open to all traffic. The new roadway is not yet part of the federal aid system.

This project is partially funded by a \$700,000 2008 Appropriations Earmark (PAID #719) and \$499,915 2010 Appropriations Earmark (PA ID# 730). \$667,000 FY2009 TCSP funds have also been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	LOCAL		142										
ROW	LOCAL		84										
UTL	LOCAL		225										
CON	SXF			1,190									
CON	TCS			667									
CON	LOCAL			1,640									
		0	451	3,497	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>3,948</b>			<b>Total FY2015-2018</b>		<b>0</b>	<b>Total FY2019-2022</b>		<b>0</b>	

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

**AQ Code** M1

**LIMITS** R5/Paoli - Thorndale

**IMPROVEMENT:** Other

Not SOV Capacity

**MUNICIPALITIES:**

Adding

**PROJECT MANAGER:** TSS/MCF

Adding Subcorr(s):

8B, 8C, 16A

*No Let Date*

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	2,272											
PE	STP*	2,694											
PE	STP		2,233										
		4,966	2,233	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>7,199</b>			<b>Total FY2015-2018</b>		<b>0</b>	<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

MPMS# 84531

AQ Code A2

Not SOV Capacity  
Adding

#### Chester ADA Ramps

LIMITS Chester County

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

#### PROJECT MANAGER:

No Let Date

Construction of ADA Curb Ramps and upgrade of existing ADA ramps where feasible along various roads in Chester County. These locations include:

Boot Road

From Pottstown Pike (SR 3100) to Brandywine Avenue (SR 322)

Paoli Pike, from Turner Lane to Township Park Entrance/Nibberd Lane;

High Street

From Rosedale Avenue to Price Street (SR 52)

SR 3100 High Street

From Price Street (SR 52) to Marshall Street (SR 2011/Boro. St.)

SR 3072 Hannum Avenue

From Chestnut Street/Wayne Street to Market Street/New Street

SR 3 Market Street

From New Street (SR 3072) to Bolmar Street

SR 3 WB Gay Street/Matlack Street/Chestnut Street

From New Street to Adams Street

SR 2011 Marshall Street

From High Street (SR 3100) to Matlack Street

SR 52 Price Street

From Bradford Avenue to High Street (SR 3100/SR 2003)

SR 842 West Miner Street

From Bradford Avenue to High Street (SR 3100)

SR 30 Lancaster Avenue/Lincoln Highway

From Plank Avenue to Devon Square

SR 322 Main Street

From Conestoga Avenue (SR10) to Honeybrook Gardens

SR 322 Manor Avenue/Lancaster Avenue

From Downingtown HS Drive to Lancaster Avenue (SR 3070)/Wallace Avenue (SR 4282)/Park Lane

SR 3070 Lincoln Highway/Lancaster Avenue

From 1st Avenue (SR 3049) to Pottstown Pike (SR 100)

SR 82 Strode Avenue/Lincoln Highway

From Valley Road (SR 372) to Lincoln Highway (SR 3070)

SR 3073 5th Avenue/Elm Street/Black Horse Hill Road

From Lincoln Highway (SR 3070) to VA Hospital

SR 3074 13th Avenue

From Lincoln Highway (SR 3070) to Olive Street

SR 372 Main Street

From Valley Avenue to Lower Valley Road

## Pennsylvania - Highway Program

### Chester

SR 372 1st Avenue  
Intersection of Church Street (SR 10)

SR 23 Main Street  
National Penn Bank Driveway

SR 23 Schuylkill Road/Nutt Road  
From Kimberton Road (SR 113) to Starr Street

SR 3053 Bradford Avenue  
From Viaduct Avenue to Lancaster Avenue (SR 3070)

SR 282 Wallace Avenue  
Intersection of Pennsylvania Avenue

SR 113 Uwchlan Avenue  
Intersection of Pennsylvania Avenue

SR 1041 Wall Street  
Spring City Elementary School

SR 1039 Bridge Street  
From Glass Avenue to Main Street (SR 1043)

SR 1043 New Street/Main Street  
From Wall Street to Bridge Street (SR 1039)

SR 29 Main Street/Manavon Street/Starr Street  
From City Line Avenue to Fourth Street

SR 1019 Bridge Street  
From Jefferson Avenue to Chester Avenue

SR 1036 Pot House Road  
Intersection of Charlestown Road/Bridge Avenue (SR 1019)

SR 113 Bridge Street/Gay Street/Emmett Street/Dayton Street  
From Church Street to Grant Street

SR 82 South Street East/Union Street  
From Walnut Street to Sickle Street

SR 41 Pennsylvania Avenue  
From West State Street/1st Avenue to 5th Avenue

SR 841 Prospect Street/Evergreen Avenue  
From Walnut Street/Bushong Alley to Exchange Place

SR 3026 3rd Street/Lincoln Avenue  
From Hodgson Street to Chase Street/5th Street

SR 472 Market Street  
From Sixth Street to Pine Street

SR 3003 Fifth Street  
From Garfield Street to Broad Street

SR 3016 Locust Street  
Intersection of Second Street

SR 10 Third Street  
From Lincoln Street (SR 3026)/Market Street (SR 472) to Mt Vernon Street

SR 162 Embreeville Road



## Pennsylvania - Highway Program

### Chester

Intersection of Doe Run Road (PA 82)

SR 842 Unionville-Wawaset Road  
Intersection of Doe Run Road (PA 82)

SR 1006 Conestoga Road  
From Conestoga High School to Howellville Road/Cassatt Road (SR 1007)

SR 1008 Upper Gulph Road  
Intersection of Old Eagle School Road (SR 1009)

SR 252 Bearhill Road/Valley Forge Road  
From Central Avenue/Friendship Drive to Anthony Wayne Drive

SR 1005 Valley Road  
Intersection of Bracken Road (SR 1009)

SR 1007 Cassatt Road  
Intersection of Howellville Road

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		20										
		0	20	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>20</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

MPMS# 84961

AQ Code S6

Not SOV Capacity  
Adding

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

LIMITS Historic Yellow Springs

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Pikeland Township

PROJECT MANAGER: AECOM/CC

No Let Date

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TCS	134											
CON	TOLL												
CON	DEMO	20											
		154	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>154</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Chester

**MPMS# 84989**      **PA 100, South Pines Community Noisewalls**  
**AQ Code X6**      **LIMITS** Kirkland Avenue Overpass to Phoenixville Pike  
**IMPROVEMENT:** Other  
**MUNICIPALITIES:** West Goshen Township

Not SOV Capacity Adding

**PROJECT MANAGER:** Gannett/BPM

*Act/ Let Date: 5/12/2011*

This project involves the construction of noise barriers adjacent to the southbound lanes of State Route (S.R.) 0100 Spur, between the Kirkland Avenue and Phoenixville Pike overpasses in West Goshen Township and the Borough of West Chester, Chester County, PA. The proposed barrier is continuous with a length of 4,250 feet (1,295.4 meters). A noise study has been completed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	581D	350												
CON	581D	4,300												
		<b>4,650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>4,650</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 85062**      **PA 252 Underpass/US 30 Intersection**  
**AQ Code R2**      **LIMITS** PA 252 at US 30  
**IMPROVEMENT:** Intersection/Interchange Improvements  
**MUNICIPALITIES:**  
**PROJECT MANAGER:** TSS/SPF

Minor SOV Capacity Adding Subcorr(s): 7D

*No Let Date*

PE in FY11, FD in FY12, UTL in FY12, and CON in FY12 . This project is a component of the Paoli Transportation Center Road Improvements project (MPMS #47979) and implements some of the short term solutions recommended by the Feasibility Study for the PA 252 Underpass and US 30 Intersection undertaken using DEMO funds for that location. The long term improvement of a new railroad bridge at the intersection to address the safety, congestion, and bottleneck approaching the intersection is beyond the fiscal capabilities of the region at this time, but the available earmark for the location is described as "Bridge reconstruction and road widening on Route 252 and Route 30 in Tredyffrin Twp., PA". The proposed short term improvements to improve the pedestrian crossings signal timing, and lane configurations are ineligible for the remaining earmark funding (noted as \$1,200,000 DEMO/\$300,000 Local Match in FY12). To that end, FY11 and FY12 CMAQ funding will be shifted from Paoli Transportation Center Road Improvements project MPMS #47979 to this MPMS #85062 as the first breakout improvements for the Paoli Transportation Center Roadway improvements. A working group comprised of stakeholders for the Paoli Transportation Center has been meeting to work to develop a plan for implementing improvements in the area. This project includes improvements that will help to reduce congestion and increase safety near the intersection of PA 252 and US 30 and include upgrades to the traffic signal to provide a left turn phase, signal timing, pedestrian improvements, lane reconfigurations, and striping.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
STDY	DEMO		1,200											
STDY	LOCAL		300											
PE	CMAQ	140												
PE	581	35												
FD	CMAQ	140												
FD	581	35												
UTL	CMAQ	40												
UTL	581	10												
CON	CMAQ	880												
		<b>1,280</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>2,780</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

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

**AQ Code** S19

**LIMITS** Over Beaver Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** East Brandywine Township

**PROJECT MANAGER:** TSS/GANNETT

*No Let Date*

Replace Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is structurally deficient (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			315									
FD	183			59									
FD	LOCAL			20									
ROW	BOO				46								
ROW	183				9								
ROW	LOCAL				2								
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		0	0	394	57	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			451	Total FY2015-2018			2,387	Total FY2019-2022			0

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

**AQ Code** S19

**LIMITS** Over Muddy Run

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Oxford Township

**PROJECT MANAGER:** TSS/GANNETT

*No Let Date*

Replace Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6.

This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	360											
FD	BOO			45									
FD	183			9									
FD	LOCAL			2									
ROW	BOO			45									
ROW	183			9									
ROW	LOCAL			2									
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		360	0	112	0	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			472	Total FY2015-2018			2,387	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

MPMS# 86698

**Osborne Road Bridge Over Beaver Creek**

AQ Code S19

LIMITS Over Beaver Creek

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Caln Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

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

This project was included in the Bridge Bill (2004, Act 145, pg 345, ID LB4) and is eligible for state bridge funding. The BMS number is 15710101200001.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF	325											
FD	183	60											
FD	LOCAL	21											
ROW	BOF				46								
ROW	183				9								
ROW	LOCAL				2								
CON	BOF					1,910							
CON	183					358							
CON	LOCAL					119							
		406	0	0	57	2,387	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			463	<b>Total FY2015-2018</b>			2,387	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Chester

MPMS# 87149  
AQ Code A2

#### Tredyffrin Sidewalks - Phase I

**LIMITS** Conestoga, Howellville, Irish, and Old Lancaster Roads

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 11/12/2009

Project will provide for construction of 1.64 miles of sidewalk, including associated traffic calming and stormwater management measures along Conestoga, Howellville, Irish, and Old Lancaster Roads. The project area includes Tredyffrin/Easttown (T/E) Middle School, Conestoga High School, and the Timothy School. Sidewalks will be installed along Old Lancaster/Conestoga Road from Daylesford Station to Margo Lane (Township Line); and on Howellville Road/Old Lancaster Road from approximately 200 ft. north of Old Lancaster Road to existing Amtrak bridge north of S.R. 0030; and along Old Lancaster Road from S.R. 1006 to S.R. 1007 Irish Road from T/E High School to Greene Road.

In addition to the installation of sidewalk, consistent pavement markings and concrete curb extensions will be added within the project limits to define the travel way for vehicles and encourage safe driving speeds. A minor curb realignment at the intersection of Martins Lane and Conestoga Road will be included in the project scope. The new curb line will be located closer to the roadway centerline, narrowing the roadway, and allowing the new curb and sidewalk to be located predominantly within the existing road. Stormwater Management measures proposed for the project include linear facilities that promote infiltration. These facilities have been designed not only to control all runoff generated by the installation of the sidewalk, but also to mitigate some existing stormwater problems within the project limits. The sidewalk width will vary from 3.5 feet to 5 feet depending on existing constraints.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STP	262													
		262	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		262			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0

MPMS# 87281  
AQ Code S2

#### Grove Road Drainage Improvements

**LIMITS** North of Scott Drive to Bridge over Broad Run

**IMPROVEMENT:** Other

**MUNICIPALITIES:** West Whiteland Township

**PROJECT MANAGER:** Gannett/CS

Act/ Let Date: 3/29/2012

This project involves the relocation of the existing drainage system to a new system on the west side of Grove Road in West Whiteland Township. The project will extend from north of Scott Drive to the bridge over Broad Run, and will include the use of inlets and pipes to handle current runoff. The current drainage system is inadequate and adjacent residences frequently experience localized flooding during storm events.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	STP	170													
FD	581	42													
ROW	STP		44												
ROW	581		11												
UTL	STP		44												
CON	STP	399													
CON	TOLL														
CON	STP			1,202											
		611	99	1,202	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		1,912			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0

## Pennsylvania - Highway Program

### Chester

MPMS# 87939

**Valley Forge Loop Trail - Missing Link (TCSP)**

AQ Code A2

**LIMITS** Over Valley Creek at Valley Forge Park

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:** AECOM/CC

No Let Date

This project will provide the "missing link" between the existing Valley Forge NHP trail system and the 120 miles of regional trails in Montgomery, Philadelphia, and Berks Counties north of the Schuylkill River, and the new regional Chester Valley Trail Project (MPMS#S: 14663 and 14675). This will enable visitors to travel to and through the park by bicycle and on foot rather than by vehicle. At the immediate site of the project, the missing link will give bicyclists and pedestrians an essential alternative to using a dangerous stretch of state highway. In the last 24 months, there have been 35 motor-vehicle accidents on this stretch—constituting a remarkable 15% of MV accidents in the park, although this section comprises only 2.3% of the 14 miles of road in the park.

\$166,725 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TCS	167												
CON	LOCAL	42												
		209	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			209	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92319

**SR 422 Sinkhole Repairs**

AQ Code S10

**LIMITS** From First Avenue to the PA Turnpike

**IMPROVEMENT:** Roadway Rehabilitation

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:**

Actl Let Date: 1/20/2011

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	NHS	3,024												
CON	TOLL													
		3,024	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,024	Total FY2015-2018				0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

MPMS# 92327

**Glen Crest Road Warning Devices**

AQ Code S1

LIMITS Glen Crest Road

IMPROVEMENT: Other

MUNICIPALITIES: Valley Township

PROJECT MANAGER:

No Let Date

Installation of Railroad warning devices and high-type surface.

This project is funded via the RR/HWY Grad Crossing Program (MPMS# 36927).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		380										
		0	380	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		380				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 92328

**Scarlett Road Warning Device**

AQ Code S1

LIMITS Scarlett Road Warning Device

IMPROVEMENT: Other

MUNICIPALITIES: New Garden Township

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grade Crossing Program (MPMS# 36927).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		223										
CON	RRX		230										
		0	453	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		453				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 92329

**Pennsylvania Avenue Warning Device SR:0041**

AQ Code S1

LIMITS Pennsylvania Avenue

IMPROVEMENT: Other

MUNICIPALITIES: New Garden Township

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grade Crossing Program (MPMS# 36927).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX	308											
CON	RRX		12										
		308	12	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		320				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Chester

MPMS# 92405

**State Route 29/Great Valley Multi-Modal Study (PCTI) - Round 2**

AQ Code A2

**LIMITS** PA Route 29 from the PA Turnpike crossing over U.S. Route 202 to U.S. Route 30

**IMPROVEMENT:** Other

**MUNICIPALITIES:** East Whiteland Township

**PROJECT MANAGER:**

No Let Date

The TMA of Chester County (TMACC) is proposing to perform a planning study analyzing necessary infrastructure improvements to increase multi-modal access near and along the PA Route 29 corridor in the Great Valley section of Chester County, PA

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
STDY	STP												
		128											
		128	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			128	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 92406

**Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2**

AQ Code X1

**LIMITS** RT.1 from Chadds Ford Township Building to Sandy Hollow Park

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Pennsbury Township

**PROJECT MANAGER:**

No Let Date

Feasibility Study of non-motorized trail network associated in four municipalities in two counties. Roads within the Townships are generally narrow or heavily used and yet, are used by pedestrians visiting local destinations. The joint vision of the Townships is to establish a network of safe road crossings, sidewalks and trails to promote pedestrian safety and provide opportunities for non-motorized travel

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
STDY	STP												
		80											
		80	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			80	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 92407

**Central Chester County Bike & Ped Circulation Plan (PCTI) - Round 2**

AQ Code X1

**LIMITS**

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** West Chester Borough; West Goshen Township; West Whiteland Township; Downingtown Borough;

**PROJECT MANAGER:**

No Let Date

Complete a bicycle and pedestrian circulation plan for 6 municipalities in central Chester County to promote walking and biking, improve safety, connect regional trails, and provide access to 3 Amtrak/SEPTA rail stations and 2 bus transportation centers

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
STDY	STP												
		85											
		85	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			85	Total FY2015-2018			0	Total FY2019-2022			0



## Pennsylvania - Highway Program

### Chester

**MPMS# 92418** *Phoenixville Streetscapes - Phase 1B (PCTI) - Round 2*

AQ Code X9

**LIMITS**

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Phoenixville Borough

**PROJECT MANAGER:**

*Est Let Date: 8/23/2012*

Provide for the completion of the Streetscapes Project in the 100-200 Block of Bridge Street as it intersects SR-29 and SR-113 in the core downtown area of the Borough.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	598											
		598	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>			<b>Total FY2019-2022</b>					
		598			0			0				0	

**MPMS# 92961**

*Charlestown Traffic Control (ARLE 1)*

AQ Code

**LIMITS** Conestoga Road and Newcomen Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Charlestown Township

**PROJECT MANAGER:**

*No Let Date*

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will improve intersection safety by installing a battery backup to the traffic signal controller at Conestoga Road and Newcomen Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	244	10											
		10	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>			<b>Total FY2019-2022</b>					
		10			0			0				0	

## Pennsylvania - Highway Program

### Chester

MPMS# 92962

**East Brandywine Traffic Control (ARLE 1)**

AQ Code

**LIMITS** Route 322 (Horseshoe Pike)

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** East Brandywine Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will upgrade existing traffic signals to LED signals and install battery backup and emergency preemption to signals that do not have this important safety feature.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	30												
		30	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			30	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92963

**East Whiteland Traffic Control (ARLE 1)**

AQ Code

**LIMITS** SR 0352 (Sproul Road) and SR 0030 (Lancaster Avenue)

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** East Whiteland Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will add a northbound right turn overlap phase with five-section signal head at SR 0352 (Sproul Road) and SR 0030 (Lancaster Avenue).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	183												
		183	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			183	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Chester

MPMS# 92964

**Upper Uwchlan Signal (ARLE 1)**

AQ Code

**LIMITS** Pottstown Pike (SR 0100): Segment 0320 to Segment 0330

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Upper Uwchlan Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide safety and mobility improvements at two closely spaced signalized intersections along PA Route 100. These improvements include construction of a southbound PA Route 100 left-turn lane, as well as optimization of the traffic signal timings, phasing, and coordination at two signalized intersections located at East Township Line Road and Pennsylvania Drive. With construction of a left-turn lane, it will be possible to eliminate the pre-timed, advance left-turn phase on southbound Route 100 at the intersection with East Township Line Road, and possible to re-time these traffic signals for improved coordination and operations along PA Route 100.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	615												
		615	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			615	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92965

**West Fallowfield Traffic Signal (ARLE 1)**

AQ Code

**LIMITS** Newport Pike (SR 041) and Limestone Road (SR 010) and Newport Pike (SR 041) and Highland Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** West Fallowfield Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the installation of LED Traffic Signal Modules at two intersections, install video detection equipment to replace the vehicle loops for both approaches of Limestone Road (Route 10), replace the traffic signal pole on the northeast corner of Limestone Road (Route 10) and reinstall the existing traffic signals, signs and controller cabinet, and install left turning signals on northbound and southbound approaches of Limestone Road (Route 10).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	41												
		41	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			41	Total FY2015-2018				0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

**MPMS# 94510** *Norway Road Railroad Grade Crossing*

AQ Code S1

LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: Kennett Township

PROJECT MANAGER:

No Let Date

Norway Road Railroad Grade Crossing  
Kennett Township, Chester County  
Railroad Grade Crossing

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		30										
CON	RRX			245									
		0	30	245	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>275</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

**MPMS# 94511** *Oakland Avenue Railroad Grade Crossing*

AQ Code S1

LIMITS Evergreen Avenue and Rose Hill Road

IMPROVEMENT: Other

MUNICIPALITIES: West Grove Borough

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface Between Evergreen Avenue and Rose Hill Road in West Grove Borough, Chester County

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		30										
CON	RRX			195									
		0	30	195	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>225</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

**MPMS# 94512** *Penn Green Road Railroad Crossing*

AQ Code S1

LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: New Garden Township

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX			272									
		0	0	272	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>272</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Chester

MPMS# 94983

**First Avenue Grade Crossing**

AQ Code S1

LIMITS Modena Road and Lower Gap Road

IMPROVEMENT: Other

MUNICIPALITIES: South Coatesville Borough

PROJECT MANAGER:

No Let Date

Installation of RR Gates

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	RRX			65										
		0	0	65	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			65	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 95403

**Caln Township Safety Improvements (ARLE 2)**

AQ Code 2013M

LIMITS 30 BUS / US 322

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Caln Township

PROJECT MANAGER:

No Let Date

The DVRPC Region was awarded a total of \$1,851,030 to advance the following projects which will each have individual MPMS numbers:

- 1.) Low Cost Safety Improvements at High Crash and High Traffic Locations (MPMS# 93155) - \$1,500,000  
Funding will be used for safety improvements at high crash intersections.
- 2.) Install Traffic Adaptive Signal Control on Rt. 1 (MPMS# 95404), Delaware County - \$205,000  
Funding will be used to install adaptive signal control at five intersections along Baltimore Pike.
- 3.) Business Route 30/US322 Congestion/Incident Management, (MPMS# 95403), Chester County - \$146,030  
Funding will be used for installation of closed circuit cameras and to upgrade two signalized intersections to allow for connection to the existing Closed Loop Traffic Signal System to assist in congestion management.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244		146											
		0	146	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			146	Total FY2015-2018				0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

Final Version

## Pennsylvania - Highway Program

### Chester

MPMS# 95531 **1st Ave Grade Crossing Modena-Lower Gap Road**

AQ Code S1 **LIMITS** Modena to Lower Gap Road

**IMPROVEMENT:** Other

**MUNICIPALITIES:** South Coatesville Borough

**PROJECT MANAGER:**

*No Let Date*

Installation of RR Warning Device at First Avenue Grade Crossing between Modena to Lower Gap Road in South Coatsville Boro, Chester County.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		43										
CON	RRX			22									
		0	43	22	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		65				<b>Total FY2015-2018</b>				0			
										<b>Total FY2019-2022</b>			
										0			

Total For	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
<b>Chester</b>	\$134,771	\$69,649	\$108,697	\$131,126	\$444,243	\$44,524	\$527,083

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

**MPMS# 14747** **US 322 Final Design SR:0322**

**AQ Code** 2020M **LIMITS** US 1 (Baltimore Pike) to I-95

**IMPROVEMENT:** Other

Major SOV Capacity

**MUNICIPALITIES:** Bethel Township; Concord Township; Upper Chichester Township

**PROJECT MANAGER:** TSS/PWB

LRPID:50

No Let Date

This project serves as the final design phase for corridor improvements to Route 322/Conchester Road. Options being considered would enable US 322 to meet future traffic needs and include widening the road to four lanes, the construction of jughandles, and the installation of median barriers. See MPMS #'s 69815, 69816, 69817 for construction phases.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581		6,600										
		0	6,600	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>6,600</b>		<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>			
										<b>0</b>			

**MPMS# 14767** **US 30, Lancaster Avenue Closed Loop Signals SR:0030**

**AQ Code** 2013M **LIMITS** Old Eagle School Road/Sugartown Road to Lowry's La

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Radnor Township

**PROJECT MANAGER:** CONSTR

Actl Let Date: 12/18/2008

Adding Subcorr(s):  
2C, 7B, 7C

FUNDS ACCOUNT FOR ACCRUED UNBILLED COSTS

Implementation of a closed-loop traffic signal control system along Lancaster Avenue from Old Eagle School Road/Sugartown Road to Lowry's Lane, interconnecting 17 signalized intersections and other miscellaneous construction items.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	471											
		471	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>471</b>		<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>			
										<b>0</b>			

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

MPMS# 14891

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

AQ Code S19

LIMITS Over Little Darby Creek and Wigwam Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Radnor Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 10/2/2014

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185	150											
FD	185	732											
ROW	916					342							
UTL	185		157										
CON	BOO							6,881					
CON	185							1,720					
		882	157	0	0	342	0	8,601	0	0	0	0	0
		Total FY2011-2014		1,039		Total FY2015-2018		8,943		Total FY2019-2022		0	

MPMS# 15008

**Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line SR:7410**

AQ Code S19

LIMITS Over Amtrak/SEPTA R2 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

PROJECT MANAGER: TSS/GANNETT

No Let Date

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO			54									
ROW	183			11									
ROW	LOCAL			3									
UTL	BOO			874									
UTL	183			164									
UTL	LOCAL			54									
UTL	BOO				900								
UTL	183				169								
UTL	LOCAL				56								
CON	BOO						531						
CON	183						99						
CON	LOCAL						32						
CON	BOO							3,576					
CON	183							672					
CON	LOCAL							222					
		0	0	1,160	1,125	0	662	4,470	0	0	0	0	0
		Total FY2011-2014		2,285		Total FY2015-2018		5,132		Total FY2019-2022		0	



## Pennsylvania - Highway Program

### Delaware

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

**AQ Code** S19

**LIMITS** Over Chester Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Thornbury Township

**PROJECT MANAGER:** TSS/GANNETT

*No Let Date*

Station Road over Chester Creek in Thornbury Township - Single span bridge replacement

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	544											
FD	BOO			315									
FD	183			59									
ROW	BOO			45									
ROW	183			9									
UTL	BOO			45									
UTL	183			9									
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		<b>544</b>	<b>0</b>	<b>482</b>	<b>0</b>	<b>2,387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>1,026</b>	<b>Total FY2015-2018</b>			<b>2,387</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 15185** *Old Forge Road Over Rocky Run (CB #209) SR:7023*

**AQ Code** S19

**LIMITS** Over Rocky Run

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Middletown Township

Adding Subcorr(s): 5B

**PROJECT MANAGER:** TSS/GANNETT

*Actl Let Date: 3/1/2012*

The existing County-owned one lane bridge will be replaced with a two lane bridge with sidewalk on one side. There will also be a minor realignment of the bridge's horizontal curve.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	275											
CON	179	52											
CON	183	155											
CON	BOO		825										
CON	179		52										
CON	183		52										
		<b>482</b>	<b>929</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>1,411</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

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

**AQ Code S19** **LIMITS** Over SEPTA and Cobbs Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Haverford Township

Adding Subcorr(s): **PROJECT MANAGER:** AECOM/CC

*Est Let Date: 6/15/2015*

Replace two bridges on Ardmore Avenue between Harvest Lane and Haverford Avenue. One bridge crosses Cobbs Creek and one crosses SEPTA's Rt 100 line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO	60											
FD	BOO	743											
ROW	BND			405									
UTL	BND			270									
CON	TOLL												
CON	BOO			3,787									
CON	TOLL												
CON	BOO				3,752								
		<b>803</b>	<b>0</b>	<b>4,462</b>	<b>3,752</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>9,017</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

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

**AQ Code R3** **LIMITS** At PA 352/Middletown Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity  
Adding Subcorr(s): **MUNICIPALITIES:** Middletown Township

**PROJECT MANAGER:** TSS/DMB

LRPID:05

Est Let Date: 3/15/2019

5B

Preliminary engineering is currently being undertaken for the reconstruction of this cloverleaf interchange, originally built in 1939.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
FD	STP						2,346									
FD	581						587									
ROW	STP						8,166									
ROW	581						2,042									
ROW	STP							8,166								
ROW	581							2,042								
UTL	STP					2,197										
UTL	581					549										
CON	STP								19,572							
CON	581								4,893							
CON	STP									10,000						
CON	581									2,500						
CON	STP										10,000					
CON	581										2,500					
CON	STP											10,000				
CON	581												2,500			
CON	STP															
CON	581															
CON	STP															
CON	581															
		0	0	0	0	2,746	13,141	10,208	24,465	12,500	12,500	12,500	12,500			
		<b>Total FY2011-2014</b>				0	<b>Total FY2015-2018</b>				50,560	<b>Total FY2019-2022</b>				50,000

**MPMS# 15281** **Chester Pike Bridge (US 13) SR:0013**

**AQ Code A2** **LIMITS** over Stoney Creek

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity  
Adding **MUNICIPALITIES:** Ridley Township; Ridley Park Borough

**PROJECT MANAGER:** CONSTR

No Let Date

Adding Subcorr(s):  
4D, 6A, 8A

Construct Pedestrian Walkway Bridge or Replace Bridge.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
CON	BOO		35													
CON	185		9													
		0	44	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2011-2014</b>				44	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				0

## Pennsylvania - Highway Program

### Delaware

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

**AQ Code S19** **LIMITS** Over SEPTA Route 100 Rail Line

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Haverford Township; Upper Darby Township

Adding Subcorr(s): 5E

**PROJECT MANAGER:** Gannett/PTL

*Act/ Let Date: 3/29/2012*

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	3,080												
CON	185	770												
		<b>3,850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>3,850</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 15299** **Concord Road Bridge Over SEPTA Chester Creek Branch Line SR:3004**

**AQ Code S19** **LIMITS** Over SEPTA Chester Creek Branch Line

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Chester City

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

**PROJECT MANAGER:** AECOM/KS

*Est Let Date: 7/26/2012*

The existing bridge has deteriorated significantly, is narrower than the width of the approach roadway and is functionally obsolete. Further, the bridge is posted with a nine ton weight limit so school buses and certain emergency vehicles cannot use the bridge. The existing structure will be replaced and will meet the minimum standards for a two-way city street.

The existing multi-span concrete bridge will be removed and replaced with either a new bridge of similar type and size, earth fill and a pedestrian box culvert to potentially accommodate a rail-trail or a prefabricated concrete arch. The new structure and roadway design will conform with current design and safety standards. Accommodations for existing utilities, such as an existing water line, must be made during design and construction. The road will be closed during construction and a vehicular detour will be required. Pedestrian access will be maintained both during and after construction.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	185	160												
CON	BOO	4,456												
CON	TOLL													
CON	BOO		1,400											
		<b>4,616</b>	<b>1,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>6,016</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

MPMS# 15306

**Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line SR:2031**

AQ Code S19

LIMITS Over Amtrak/SEPTA R2 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Ridley Park Borough

PROJECT MANAGER: AECOM/KS

Est Let Date: 1/15/2015

The superstructure of the Sellers Avenue Bridge over Amtrak will be replaced while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	185	410												
CON	BOO	458												
CON	185	115												
		983	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			983	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 15345

**PA 252, Providence Road Widening SR:0252**

AQ Code 2020M

LIMITS Palmer's Mill Road to Kirk Lane

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity Adding Subcorr(s): 5C

MUNICIPALITIES: Upper Providence Township

PROJECT MANAGER: Gannett/SAN

Est Let Date: 7/15/2013

This project is full-depth pavement construction and widening from Palmers Mill Road to Kirk Lane in Upper Providence Township. The southern portion of the project will consist of widening and overlay. The existing typical section includes one 12' lane in the northbound direction and two 12' lanes in the southbound direction. The proposed typical section includes two 11' lanes in each direction with an 11' center turn lane and 3' offset to the curb. This project includes wide outside lanes for use by bicycles and also includes sidewalks, crosswalks, and hand/man signals for pedestrians. This project also includes overlaying the bridge over S.R. 0001 and the addition of protective fence on this structure. This project includes traffic signal upgrades at Kirk Lane / Route 1 NB Ramps and Rose Tree Road. This project includes the installation of new traffic signals at Route 1 SB Ramps and Palmers Mill / Providence Road.

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	STP	300												
CON	581			3,299										
		300	0	3,299	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,599	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

**MPMS# 15406** *PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line SR:0452*

**AQ Code** S19

**LIMITS** Over Amtrak/SEPTA R-2 Rail Line

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Lower Chichester Township; Marcus Hook Borough

Adding Subcorr(s): 4D, 6A, 8A

**PROJECT MANAGER:** EE/LJL

*Est Let Date: 4/24/2014*

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. This roadway segment is proposed for inclusion in the Delaware County Bicycle Plan.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP		550										
FD	BOO		375										
FD	185		94										
CON	916		1,200										
CON	916			7,176									
CON	916				864								
		0	2,219	7,176	864	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>10,259</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 15438**

*Goshen Road SR:1034*

**AQ Code** R4

**LIMITS** South of Darby-Paoli Rd.

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** Radnor Township

Adding Subcorr(s): 7B

**PROJECT MANAGER:** CONSTR

*No Let Date*

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

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.  
HSIP Safety Funding for this project has been drawn from MPMS #57927

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP		331										
		0	331	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>331</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

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

**AQ Code** S19 **LIMITS** Over Baldwin Run

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Aston Township; Chester Township

Adding Subcorr(s): 8A **PROJECT MANAGER:** TSS/SPF

*Actl Let Date: 1/13/2011*

This project consists of the replacement of the Bridge, roadway approach reconstruction is anticipated to be approx 1500 ft on both sides to accommodate a horizontal shift for staged construction.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	1,393											
CON	916		1,453										
		1,393	1,453	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>2,846</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 47147** **3rd Street Dam Over Broomall Lake**

**AQ Code** S2 **LIMITS** Over Broomall Lake to Ridley Creek

**IMPROVEMENT:** Other

Not SOV Capacity Adding **MUNICIPALITIES:** Media Borough

Adding Subcorr(s): 5C, 5D **PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 1/8/2015*

Rehabilitation of Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to deterioration of the dam. The project also includes roadway reconstruction and stormwater management improvements. Project currently in litigation.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	183					846							
CON	LOCAL					212							
CON	183						300						
CON	LOCAL						75						
		0	0	0	0	1,058	375	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>0</b>		<b>Total FY2015-2018</b>			<b>1,433</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

MPMS# 47409

**Route 291, Governor Printz Boulevard Bridge Over Darby Creek (Essington Bridge) SR:0291**

AQ Code S19

**LIMITS** Over Darby Creek

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Ridley Township; Tinicum Township

**PROJECT MANAGER:** Gannett/PTL

*Act/ Let Date: 7/14/2011*

This project is a superstructure replacement of a 5-span bridge over Darby Creek. The proposed work includes minimal reconstruction of the bridge approaches and associated drainage and pavement markings. The project will be constructed under traffic, maintaining one lane in each direction during daylight hours. The proposed bridge will accommodate the East Coast Greenway and Bicycle PA Route E with a multi-use trail on the south side of the bridge separated from motor vehicle traffic by a barrier.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	797												
CON	916D		2,740											
CON	916		1,823											
CON	916D			2,447										
CON	916			240										
		<b>797</b>	<b>4,563</b>	<b>2,687</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>8,047</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Delaware

MPMS# 47986

**Chester Creek Bicycle/Pedestrian Trail**

AQ Code A2

**LIMITS** Former Chester Creek Branch Rail Line

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Various

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

**PROJECT MANAGER:** EE/DVRPC/JB

Est Let Date: 11/29/2012

Phased construction of the Chester Creek Trail from the Wawa R3 train station to Upland Rd. in Chester Township. Phase I will extend from Lenni Road to Creek Road and include a paved ADA compliant trailway and associated facilities including a signage system, trailhead parking facilities, necessary bridges, etc. Phase II will extend south to the Caleb Pusey Plantation. Phase III will link with the extension of the R3 train station in Middletown Township and Chester Heights Borough to increase commuting possibilities along the corridor.

The Chester Creek Trail is intended for transportation purposes, including trips to work, school, shops, and services. The Chester Creek Trail will serve as bicycle and pedestrian access to SEPTA's proposed Wawa regional rail station, which will be the new terminus of the Elwyn regional rail line and will connect residential communities with major employment, school, retail, and service centers. The trail will also provide access for residents to various destinations in the corridor, such as Wawa's corporate headquarters and Wawa's dairy plant, the proposed town center project on the site of the Franklin Mint, various businesses in Lenni and Rockdale, Linvilla Orchards, Endless Pools, City of Chester employment sites, and the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is included in the Delaware County Bicycle Plan.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	246											
FD	TOLL												
FD	CMAQ		70										
FD	TOLL												
CON	CMAQ		5,978										
CON	TOLL												
		246	6,048	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>6,294</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

**MPMS# 47992** **New Road Over West Branch of Chester Creek (Crozierville Bridge) SR:7023**

**AQ Code** S19

**LIMITS** Over West Branch of Chester Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Aston Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 3/5/2015*

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge.

This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and less than 1/2 mile from to the Chester Creek Trail.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	BOF					2,866									
CON	183					537									
CON	LOCAL					179									
		0	0	0	0	3,582	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>				0	<b>Total FY2015-2018</b>				3,582	<b>Total FY2019-2022</b>			
											0				

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

**AQ Code** S19

**LIMITS** Over Chester Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Chester City

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

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 6/20/2013*

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge serves SEPTA bus route 119 and currently has a 12 ton weight limit.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	BOO		2,670												
CON	TOLL														
CON	183		500												
CON	179		168												
		0	3,338	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>				3,338	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			
											0				

## Pennsylvania - Highway Program

### Delaware

**MPMS# 47994** **US 13, Chester Pike/MacDade Boulevard SR:0013**

**AQ Code** 2013M **LIMITS** Morton Avenue to Wycombe Avenue

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** CONSTR

*No Let Date*

The project consists of the upgrade and interconnection of 37 signalized intersections along a 5.9-mile multi-lane state route to enhance motor vehicle flow along the corridor. Intersection signalization equipment will be modernized as deemed necessary. Existing traffic signal controllers will be replaced within existing right-of-way.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ		670										
		0	670	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>670</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 48168** **Baltimore Pike Signals SR:2016**

**AQ Code** 2020M **LIMITS** At PA 420/Woodland/Bishop Avenue/US 13/Church Lane

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity  
Adding Subcorr(s):

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** HNTB/GCG

*Est Let Date: 4/15/2014*

5E

The project consists of the upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor. Signalization improvements will specifically involve full modernization of intersection signalization equipment. Existing equipment will be removed and replaced by new equipment including signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ		50										
ROW	HSIP		270										
UTL	HSIP		450										
CON	HSIP	2,126											
CON	HSIP			495									
		2,126	770	495	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>3,391</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Delaware

MPMS# 50520

**Nether Providence Sidewalks and Trail (TE) SR:3003**

AQ Code A2

**LIMITS** Turner Road/Rogers Lane/Possum Hollow Road

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Nether Providence Township

Adding Subcorr(s): 2C, 5C

**PROJECT MANAGER:** EE/DVRPC/LS

Act/ Let Date: 5/24/2012

This project involves the construction of 3700 LF of sidewalk along Turner Road, Rogers Lane, and Possum Hollow Road in the area of the Wallingford Train Station in Nether Providence Township. These sidewalks will connect the Leiper-Smedley Trail with existing walkways and SEPTA's Wallingford train station. The improvements will include installation of new sidewalks along the west side of Turner Road, the south side of Rogers Road, and the north side of Possum Hollow Road. Additionally, curbs, curb bump outs to accommodate parking, pedestrian crosswalk striping, roadway widening, modification of existing culverts, and the potential expansion of the existing train station platform are also proposed.

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

\$344,000 TE funds were approved during the FY 1999 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		408										
CON	LOCAL		223										
		0	631	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>631</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

MPMS# 57750

**Baltimore Pike Closed Loop Signals SR:2016**

AQ Code 2013M

**LIMITS** Baltimore Avenue, Orange Street to Grandview Avenue

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Media Borough; Nether Providence Township

Adding Subcorr(s): 2C, 5C, 5D

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 8/19/2010

The proposed project consists of signalization improvements to the Baltimore Pike Closed Loop traffic signal system to ease congestion and improve safety conditions: Upgrade and interconnect 13 traffic signals on Baltimore Pike, Providence Road, and Orange St. in Media Borough and Nether Providence Township. Baltimore Avenue, a two-lane road in Media Borough, currently carries about 16,000 vehicles per day. The four-lane segment in Nether Providence Township carries about 24,000 vehicles per day. This project will improve traffic flow on the Baltimore Pike corridor through Nether Providence Township and Media Borough. This project is intended to complement downtown Media Borough revitalization efforts by improving access. It will also improve air quality by reducing stop-and-go traffic. All work will take place within existing PENNDOT owned right-of-way and previously disturbed areas.

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

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CMAQ	861											
CON	CMAQ		1,591										
		861	1,591	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>2,452</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

**MPMS# 57757** *Morton Avenue Intersection Improvements SR:2025*

**AQ Code** R1

**LIMITS** At Swarthmore Avenue and 9th Street

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity  
Adding Subcorr(s):  
5C

**MUNICIPALITIES:** Ridley Township; Rutledge Borough

**PROJECT MANAGER:** Gannett/BPM

*Est Let Date: 3/13/2014*

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			1,643									
CON	LOCAL			411									
		0	0	2,054	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>2,054</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 57770**

*Grant Avenue Bridge Over Muckinipates Creek SR:7023*

**AQ Code** S19

**LIMITS** Over Muckinipates Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Folcroft Borough; Glenolden Borough

**PROJECT MANAGER:** TSS/GANNETT

*Actl Let Date: 1/12/2012*

The existing County-owned bridge, constructed in 1928 and posted at twelve tons, shall be completely reconstructed to improve the structural capacity of this relatively high use bridge. The new bridge will have two-lane geometry with a sidewalk similar to the existing construction. The PennDOT sufficiency rating for this bridge is 34.9. The concrete substructure is spalled with exposed and deteriorating reinforcing steel.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	800											
CON	179	50											
CON	185	150											
CON	BOO		1,758										
CON	179		111										
CON	185		329										
CON	BOO			102									
CON	185			19									
CON	179			6									
		1,000	2,198	127	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>3,325</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Delaware

MPMS# 57772

**Convent Road Bridge Over Chester Creek (CB# 6) SR:7023**

AQ Code S19

LIMITS Over Chester Creek

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/5/2016

The County of Delaware is proposing the complete replacement of the Convent Road Bridge. The existing structure is a two-span concrete structure built in 1927 that carries Convent Road over the confluence of Chester Creek and its west branch. Severe deterioration extends through the deck superstructure and substructure, resulting in a 20-ton weight restriction.

The bridge is currently 20 feet wide with a 6 foot wide concrete sidewalk provided on the upstream side of the structure. The bridge is located on a significant horizontal curve at both approaches. Heavy industrial development is present on the northern approach; residential development exists on the southern approach. The two-lane approach roadways are unlined and no safety features are provided.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO	8											
ROW	183	2											
ROW	LOCAL	1											
ROW	BOO		70										
ROW	183		12										
ROW	LOCAL		4										
CON	BOO					2,925							
CON	183					548							
CON	LOCAL					183							
		11	86	0	0	3,656	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			97	<b>Total FY2015-2018</b>			3,656	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

MPMS# 57773

**Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line (CB) SR:7301**

AQ Code S19

**LIMITS** Over Amtrak/SEPTA R2 Rail Line at 5th Street and 6

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Chester City

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

**PROJECT MANAGER:** TSS/GANNETT

Est Let Date: 5/2/2019

The Lloyd Street bridge was constructed by the railroad in 1899. It must be replaced due to structural defects. It is currently posted for five tons, which is inadequate since it serves the industrial waterfront. The pedestrian walkways have been closed due to holes in the decking.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			946									
FD	183			177									
FD	LOCAL			59									
ROW	BOO						1,141						
ROW	183						214						
ROW	LOCAL						71						
UTL	BOO					1,996							
UTL	183					375							
UTL	LOCAL					124							
CON	BOO									4,494			
CON	183									843			
CON	LOCAL									281			
		0	0	1,182	0	2,495	1,426	0	0	5,618	0	0	0
		Total FY2011-2014			1,182	Total FY2015-2018			3,921	Total FY2019-2022			5,618

MPMS# 61695

**Oakland Road Corridor Easement (TE)**

AQ Code X8

**LIMITS** Brandywine Battlefield National Historic Landmark

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Chadds Ford Township

Adding Subcorr(s): 5B, 8A

**PROJECT MANAGER:** TSS/TWB

No Let Date

Acquisition of historic and scenic easements along 1.3 miles of Oakland Road. Alternatives to easements are being explored.

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

In the spring of 2000 this project was recommended for funding through the Transportation Enhancement Program. \$500,000 TE for ROW/CON will be drawn from MPMS #64984 at the appropriate time. Local contribution \$125,000.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 62299

**Bicyclists' Baltimore Pike SR:2010**

AQ Code X11

**LIMITS** Rose Valley/Avondale Road intersection to Longacre

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 12/3/2009

An east-west route roughly parallel to Baltimore Pike comprised of the following roads: Yale Avenue (SR3019 and local), Sylvan Ave. (local), Morton Ave. (SR 2025), Mitchell Ave. (local), Franklin Ave. (local), South Ave/Providence Rd. (SR 2010), Lansdowne Ave (SR 2005), Bailey Road (local), Fern St. (local), Rose St. (local), and Longacre Blvd. (local.) (Original intended LET FY06)

This project is intended to aid bicyclists in navigating an alternative route to the heavily traveled Baltimore Pike, and to improve the service quality for bicycling along this alternative route. Actions include bike route designation (including navigational signs), shoulder delineation with edgelines, widening and reconstruction; warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	CAQ	125												
CON	CMAQ*	295												
		420	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			420	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0



## Pennsylvania - Highway Program

### Delaware

MPMS# 64790

**MacDade Boulevard Closed Loop Signal System SR:2006**

AQ Code 2020M

**LIMITS** Ashland Avenue to Cherry Street

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Collingdale Borough; Glenolden Borough

**PROJECT MANAGER:** TSS/DMB

Est Let Date: 7/15/2015

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following eleven intersections are currently signalized and the equipment will be replaced.

1. MacDade Boulevard & Ashland Avenue,
2. MacDade Boulevard & Cooke Avenue,
3. MacDade Boulevard & Oak Lane (S.R. 2015),
4. MacDade Boulevard & Lafayette Avenue,
5. MacDade Boulevard & Woodlawn Avenue,
6. MacDade Boulevard & Clifton Avenue (S.R. 2013),
7. MacDade Boulevard & Sharon Avenue,
8. MacDade Boulevard & Felton Avenue,
9. MacDade Boulevard & Jackson Avenue,
10. MacDade Boulevard & Roberta Avenue, and
11. MacDade Boulevard & Cherry Street.

The system will be designed and specified to be traffic responsive capable. During the design phase, the consultant and the Department will determine if the system should initially be implemented with time of day programs or traffic responsive operation. The system will be a true closed loop system where the system will be monitored from either a direct connect or remote central monitoring station. The location of the central monitor and method of connection (s) to the system will be determined during design as part of the System Report and Operation and Maintenance Plan. Each municipality and PennDOT's District 6-0 Office will have access to the system. The access will either be remote (via phone line or internet) or direct connect (via fiber optic cable or wireless communications).

Countdown hand/man pedestrian signal heads and pedestrian push buttons with latching confirmation light and audible confirmation will be proposed. The pedestrian interval timings will be calculated for each signalized intersection during design. Pedestrian accommodations are provided at the signalized intersections. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ		350										
UTL	CMAQ		437										
CON	CAQ				2,052								
		0	787	0	2,052	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>2,839</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

**MPMS# 64791**

**PA 420, Kedron Avenue SR:0420**

**AQ Code R1**

**LIMITS** At Franklin Avenue

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Ridley Township

Adding Subcorr(s):

**PROJECT MANAGER:** P/CNV

5C

*No Let Date*

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

Design and ROW are being advanced by the township.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	LOCAL	11												
ROW	LOCAL	106												
CON	CAQ			619										
		117	0	619	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			736	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 65127**

**Chester Waterfront Development Streetscape Improvements**

**AQ Code X9**

**LIMITS** Highland Avenue, 2nd Street to 5th Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity

**MUNICIPALITIES:** Chester City

Adding

**PROJECT MANAGER:** EE/DVRPC/LS

Adding Subcorr(s):

4D, 6A

*Actl Let Date: 12/16/2010*

The City of Chester has obtained a 2002 Transportation and Community System Preservation Program (TCSP) earmark award of \$495,654 for streetscape improvements and enhancements in support of a Brownfield redevelopment project (The Wharf at Rivertown) along the Delaware River waterfront between Highland Avenue and Flower Street. Streetscape improvements are proposed for Highland Avenue from 2nd Street to just west of 5th Street. The project will include replacement of existing sidewalks, new street trees, restriping of the existing roadway as well as striping of pedestrian crosswalks at several intersections.

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

Federal project #E2PA02  
 TCSP - \$495,654  
 SAFETEA DEMO - PA ID #269 - \$350,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF	350												
CON	TOLL													
		350	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			350	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 65911

**Marcus Hook Streetscape (TE) SR:0013**

AQ Code X12

**LIMITS** US 13, Delaware State Line to Trainer Borough

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Marcus Hook Borough

Adding Subcorr(s): 6A

**PROJECT MANAGER:** EE/DVRPC/JB

No Let Date

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

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

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

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

MPMS# 65914

**Sharon Hill Train Station Rehabilitation (TE)**

AQ Code M8

**LIMITS** At SEPTA R2 Sharon Hill Station

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Sharon Hill Borough

**PROJECT MANAGER:** EE/DVRPC/JB

No Let Date

Repair and replacement of serpentine stone on the exterior of the building, installation of a new floor, replacement of panels, trim and glass, the painting and finishing of walls, ceilings and trim.

The adjacent roadway is included in the Delaware County Bicycle Plan.

In the spring of 2002 this project was recommended for funding through the Transportation Enhancements (TE) Program. \$342,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

**MPMS# 68027**

**Route 1, Upper Darby Township Closed Loop Signals SR:0001**

**AQ Code** 2013M

**LIMITS** Harding Drive to Dermond Road

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Haverford Township; Upper Darby Township

Adding Subcorr(s):

**PROJECT MANAGER:** CONSTR

*Actl Let Date: 12/10/2009*

5C, 10B, 10C

The installation of a closed loop signal system for six (6) intersections. Proposed construction includes removal of obsolete controllers, installation of new controllers, LED signal heads, pedestrian signal heads, vehicle detection, poles and mast arms, pavement markings, signage and other miscellaneous construction.

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
UTL	CMAQ*	520														
UTL	STU	174														
UTL	CMAQ		226													
CON	CMAQ		160													
		<b>694</b>	<b>386</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2011-2014</b>			<b>1,080</b>			<b>Total FY2015-2018</b>			<b>0</b>			<b>Total FY2019-2022</b>		<b>0</b>

**MPMS# 69665**

**South Creek Road Bridge Over Brandywine Creek SR:3101**

**AQ Code** S19

**LIMITS** Over Brandywine Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity

**MUNICIPALITIES:** Chadds Ford Township; Pennsbury Township

Adding

**PROJECT MANAGER:** TSS/SPF

*Est Let Date: 10/2/2015*

SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County. The project is the replacement of an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations.

This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

TOLL CREDIT

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
PE	BOO		80													
FD	BOO		546													
ROW	BOO			169												
UTL	BND			168												
CON	BOO							15,657								
		<b>0</b>	<b>626</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,657</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2011-2014</b>			<b>963</b>			<b>Total FY2015-2018</b>			<b>15,657</b>			<b>Total FY2019-2022</b>		<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

**MPMS# 69815** **US 322, Environmental Mitigation (MIT) SR:0322**

**AQ Code** S2 **LIMITS** US 1 to West of CSX Railroad bridge

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Bethel Township; Concord Township; Upper Chichester Township

Adding Subcorr(s): 5B, 8A

**PROJECT MANAGER:** TSS/PWB

LRPID:50

Est Let Date: 9/25/2014

The project involves mitigation measures for widening and improving SR 322 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 322 and SR 261 to the eastern end of the project at SR 322 near the CSX bridge. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU	1,020											
ROW	581	255											
UTL	STU	371											
UTL	581	92											
CON	STU				4,514								
CON	581				1,127								
CON	STU					9,538							
CON	581					2,385							
		1,738	0	0	5,641	11,923	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>7,379</b>	<b>Total FY2015-2018</b>			<b>11,923</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

**MPMS# 69816** **US 322, US 1 to Featherbed Lane (Section 101) SR:0322**

**AQ Code** 2020M

**LIMITS** US 1 to Featherbed Lane

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Concord Township

Adding Subcorr(s):

**PROJECT MANAGER:** TSS/PWB

LRPID:50

Est Let Date: 1/5/2017

8A

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections. Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section.

See MPMS #14747 for design funding.

This project includes ROW and UTL work for MPMS# 69815.

MPMS #'s 69815, 69816, 69817, and 69818 contain construction phases for the US 322 project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS	4,634											
ROW	581	1,159											
ROW	NHS					4,634							
ROW	581					1,159							
CON	NHS						17,359						
CON	581						4,339						
CON	NHS							17,359					
CON	581							4,339					
CON	NHS								6,944				
CON	581								1,736				
		5,793	0	0	0	5,793	21,698	21,698	8,680	0	0	0	0
		Total FY2011-2014			5,793	Total FY2015-2018			57,869	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 69817

**US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

AQ Code 2030M

**LIMITS** East Mattson Road/Featherbed Lane to West of CSX b

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Bethel Township; Concord Township; Upper Chichester Township

Adding Subcorr(s):

**PROJECT MANAGER:** TSS/PWB

LRPID:50

Est Let Date: 1/10/2019

8A

The project involves widening and improving SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 69818 contain construction phases for the US 322 project.

TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STP	682											
ROW	TOLL			7,635									
ROW	NHS					6,756							
ROW	581					2,466							
UTL	SXF		2,492										
UTL	581		571										
CON	NHS							27,791					
CON	581							6,948					
CON	NHS								13,895				
CON	581								3,474				
CON	NHS									41,686			
CON	581									10,421			
		682	3,063	7,635	0	9,222	0	34,739	17,369	52,107	0	0	0
		Total FY2011-2014			11,380	Total FY2015-2018			61,330	Total FY2019-2022		52,107	

## Pennsylvania - Highway Program

### Delaware

**MPMS# 70219**

**PA 291, East Coast Greenway**

**AQ Code** A2

**LIMITS** Darby Creek to Wanamaker Avenue

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Tinicum Township

Adding Subcorr(s): 4C

**PROJECT MANAGER:** EE/DVRPC/LS

*Est Let Date: 8/28/2014*

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of Wannamaker Avenue (SR 2002), which will connect the main trail proposed through Tinicum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is proposed for inclusion in the Delaware County Bicycle Plan.  
TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			952									
		0	0	952	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>952</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 70228**

**I-476, MacDade Boulevard Ramp Improvements SR:2006**

**AQ Code** R3

**LIMITS** I-476 to Fairview Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Ridley Township

Adding Subcorr(s): 2D, 6A

**PROJECT MANAGER:** AECOM/MMP

*Est Let Date: 12/15/2015*

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	431											
FD	581	108											
FD	STP		350										
FD	581		87										
CON	STP					3,821							
CON	581					955							
		539	437	0	0	4,776	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>976</b>		<b>Total FY2015-2018</b>		<b>4,776</b>		<b>Total FY2019-2022</b>		<b>0</b>	



## Pennsylvania - Highway Program

### Delaware

**MPMS# 70245**

**Chester City Access Improvements II SR:2028**

**AQ Code R1**

**LIMITS** Chestnut Street/Morton Avenue, 10th Street to 12th

Not SOV Capacity Adding

**IMPROVEMENT:** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

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

**PROJECT MANAGER:** HNTB/GCG

*Est Let Date: 2/27/2014*

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester, Delaware County, PA. Specifically, work includes the widening of Chestnut Street from 10th Street to 12th Street without adding additional travel lanes, and the reconfiguration of the intersections at 12th /Chestnut St., Chestnut St./10th St./ Morton Ave. (SR 0013), and Morton/Potter/5th/6th. Also includes drainage improvements, signalization and signing improvements along the corridor; vertical clearance improvements at the Amtrak overpass; and minor rehabilitation and painting of the I-95 overpass and maintenance of traffic during construction. This project was broken out from MPMS # 57780/TIP #7915.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	213											
PE	581	53											
PE	STP		14										
PE	581		3										
FD	STP	594											
FD	581	149											
ROW	STP						257						
ROW	581						64						
UTL	STP						152						
UTL	581						38						
CON	STP					3,014							
CON	581					753							
CON	STP						3,014						
CON	581						753						
		<b>1,009</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>3,767</b>	<b>4,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>1,026</b>		<b>Total FY2015-2018</b>		<b>8,045</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Delaware

**MPMS# 71200** *PA 291, East Coast Greenway/Industrial Heritage Highway (TE) SR:0291*

**AQ Code** A2 **LIMITS** 2nd Street, Poolsen Avenue to 4th Avenue

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Tincum Township

Adding Subcorr(s): 4C, 6B **PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

Construction of the East Coast Greenway in Tincum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tincum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tincum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200. Additional funding is included in MPMS# 70219

This project is included in the Delaware County Bicycle Plan.

\$700,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		0		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0			

**MPMS# 71202** *East Coast Greenway/Chester Riverfront Improvements, Phase II (TE) SR:0291*

**AQ Code** X12 **LIMITS** Flower Street and Highland Avenue, PA 291 to River

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Chester City

**PROJECT MANAGER:** W/DVRPC/RG

No Let Date

Connect portion of East Coast Greenway/Riverwalk with Rt. 291 along Flower Street and Highland Avenue. See companion projects MPMS #'s 65912 and 65923.

\$517,500 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		0		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0			

## Pennsylvania - Highway Program

### Delaware

**MPMS# 72913**

**Chester Commercial Business District (HTSSRS)**

**AQ Code** A2

**LIMITS** Avenue of the States/Welsh Street/East 6th Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Chester City

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

**PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States and Welsh Street, and East Sixth Street between Avenue of the States and sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Central Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$922,300 funding will be drawn down at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 75610**

**Post Road Grade Crossing**

**AQ Code** X

**LIMITS**

**IMPROVEMENT:** Other

**MUNICIPALITIES:**

**PROJECT MANAGER:**

No Let Date

FUNDS ACCOUNT FOR ACCRUED UNBILLED COSTS.

Railroad grade crossing.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	562											
		562	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		562				0				0			

## Pennsylvania - Highway Program

### Delaware

**MPMS# 75800**

**College Avenue Bridge Over SEPTA Norristown High Speed Line**

**AQ Code** S19

**LIMITS** Over SEPTA Norristown High Speed Line

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Haverford Township

Adding Subcorr(s): 7B

**PROJECT MANAGER:** HNTB/NV

*Est Let Date: 2/15/2016*

This project entails the replacement of a College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This replacement will need to be completed by 2012 to accommodate a PGA Tour stop within the project limits.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022				
PE	STU*	352															
FD	916	1,061															
UTL	916	1,061															
CON	BND		2,652														
CON	BND			2,652													
		<b>2,474</b>	<b>2,652</b>	<b>2,652</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2011-2014</b>				<b>7,778</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>							

**MPMS# 77085**

**Ruth Bennett House**

**AQ Code** NRS

**LIMITS** At 2nd Street and Reaney Street

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Chester City

Adding Subcorr(s): 2D, 4D, 6A, 8A

**PROJECT MANAGER:** TSS/PWB

*Est Let Date: 3/16/2015*

This project is for the rehab of the Ruth Bennett House in the City of Chester, as it is impacted by MPMS# 57780.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022				
CON	STP	142															
CON	581	858															
		<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2011-2014</b>				<b>1,000</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>							

## Pennsylvania - Highway Program

### Delaware

MPMS# 77450

**Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)**

AQ Code A2

**LIMITS** Darby Creek, Gateway Park to Hoffman Park

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Lansdowne Borough

Adding Subcorr(s): 5E

**PROJECT MANAGER:** EE/DVRPC/RG

*Est Let Date: 8/9/2012*

This project involves the creation of a gateway park on approximately 2 acres of vacant land located at the western entrance to the Borough. A pedestrian & bike path will be constructed to connect the gateway park to Hoffman Park (the borough's major recreational park located along the Darby Creek). The path will provide pedestrian access to the inbound side of SEPTA's Gladstone Station.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$368,000 will be drawn from MPMS #64984 at the appropriate time.

This project is included in the Delaware County Bicycle Plan.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	332												
CON	STE		36											
CON	STE			50										
		332	36	50	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			418	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

MPMS# 77460

**Lincoln Avenue Renaissance Project (TE) SR:0420**

AQ Code X12

**LIMITS** Lincoln Avenue, Maryland Avenue to Chester Pike

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Prospect Park Borough

**PROJECT MANAGER:** EE/DVRPC/JB

*No Let Date*

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			0	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Delaware

**MPMS# 77472** **Knowles Avenue Sidewalk and Underpass (TE)**

**AQ Code** A2 **LIMITS** Macdade Boulevard to Llanwellyn Avenue

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Glenolden Borough

**PROJECT MANAGER:** AECOM/KS

*Act/ Let Date: 7/21/2011*

Install 1200 linear feet of 4' wide sidewalk and curb on main access to Glenolden School along Knowles Avenue. Construct a pedestrian underpass at the CSX railroad tracks. Stabilize and install a retaining wall along eastern side of Knowles Ave. to stop the erosion and protect the new sidewalks.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	250												
CON	TOLL													
CON	STE		250											
CON	TOLL													
CON	STE			500										
CON	TOLL													
		250	250	500	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>1,000</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

**MPMS# 80051**      **Rosemont Avenue Bridge Over Darby Creek (CB #73)**

**AQ Code** S19      **LIMITS** Over Darby Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Springfield Township; Upper Darby Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 7/15/2015*

This project includes the complete replacement of Delaware County Bridge #73, a 72' single span, narrow, severely deteriorated, 12 ton concrete encased steel bridge construction in 1921. The project will include minor improvements to be the approach roadway and safety features associated with the bridge. The bridge is located at a T-intersection. The replacement structure will be single span bridge designed to meet current PennDOT standards.

The benefit to the bridge replacement project is that it will ensure the preservation of this stream crossing for the estimated 3,798 vehicles per day (as recorded in 2003) which currently use the bridge. The project will also greatly improve the load carrying capacity of the structure, improve the roadway and bridge geometry, and provide current safety features.

The existing bridge will be removed and replaced. The bicycle and pedestrian checklists will be incorporated into the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO		306											
FD	183		57											
FD	179		20											
ROW	BOO			93										
ROW	183			18										
UTL	BOO			37										
UTL	183			7										
CON	BOO					2,460								
CON	183					461								
CON	LOCAL					154								
		0	383	155	0	0	3,075	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>538</b>	<b>Total FY2015-2018</b>			<b>3,075</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Delaware

MPMS# 85971

AQ Code A2

Not SOV Capacity  
Adding

#### Delaware ADA Ramps - Phase II

LIMITS Delaware County

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

#### PROJECT MANAGER:

No Let Date

The purpose of this project is to reconstruct existing curb cut ramps to the latest ADA design criteria at various locations. Ramps will be installed in the following locations:

SR 3001 - Kerlin Street, Upland Avenue  
From Ninth Street (SR 13) to Main Street (SR 3003)

SR 3005 - Flower Street, Edwards Street  
From 2nd Street (SR 291) to Concord Street

SR 3033 - Engle Street  
From 9th Street (SR 13) to Tolston Street/13th Street

SR 3035 - Highland Avenue  
Intersection of 15th Street

SR 3006 - Ridge Road, 9th Street  
From Market Street (SR 452) to Highland Avenue (SR 13)

SR 3011 - Blue Ball Avenue  
Intersection of Ridge Road (SR 3006)

SR 3003 - Upland Road, Main Street  
From Edgmont Avenue (SR 352) to 6th Street

SR 3004 - Concord Avenue  
From Central Avenue to Kerlin Street (SR 3001)/9th Street (SR 13)

SR 2028 - Morton Avenue  
From 2nd Street (SR 291) to 9th Street (SR 13)

SR 352 - Edgmont Avenue  
From 9th Street (SR 13) to Cambridge Road/Coeburn Road

SR 2030 - Upland Avenue  
From Edgmont Avenue (SR 352) to Providence Road (SR 320)

SR 3002 - Upland Avenue  
From Edgmont Avenue (SR 352) to 22nd Street (SR 2006)

SR 291 - Price Street, 2nd Street, Industrial Highway, Governor Printz Boulevard  
From Post Road (SR 13) to Fifth Avenue

SR 291 SB - Governor Printz Boulevard  
From Jansen Avenue to Fifth Street

SR 2002 - Wanamaker Avenue, 2nd Street  
From Governor Printz Boulevard (SR 291) to Putcon Avenue

SR 2029 - Fourth Avenue  
From Iroquois Street to Governor Printz Boulevard (SR 291)

SR 320 - Madison Street, Providence Avenue, Chester Road, Sproul Road, Spring Mill Road  
From 2nd Street (SR 291) to County Line Road

SR 2006 - Upland Avenue, 22nd Street, MacDade Boulevard  
From Kerlin Street (SR 3001) to Chester Pike (SR 13)



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Delaware

SR 2035 - Fairview Road  
From Chester Pike (SR 13) to Chester Road (SR 320)

SR 2005 - Main Street, Lansdowne Avenue, Darby Road  
From Cobbs Creek to Ardmore Avenue (SR 1018)

SR 1011 - East Darby Road  
From Darby Road (SR 2005) to Eagle Road (SR 1005)

SR 2009 - Springfield Road  
From MacDade Boulevard (SR 13) to Baltimore Avenue (SR 2016)

SR 2009 - Springfield Road  
From Oak Avenue (SR 2015) to Sproul Road (SR 320)

SR 2006 - Baltimore Avenue  
From Oak Avenue (SR 2015) to Church Lane (SR 13)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		1,771										
		0	1,771	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		1,771				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 86368

**Mount Alverno Road Bridge Over Chester Creek (CB #9)**

AQ Code S19

LIMITS Over Chester Creek

Not SOV Capacity  
Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Aston Township; Middletown Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/7/2016

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck. Sufficiency rating: 33.7

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			314									
FD	183			78									
ROW	BOO				185								
ROW	183				35								
ROW	LOCAL				12								
UTL	BOO			109									
UTL	183			20									
CON	BOO					2,952							
CON	183					369							
CON	LOCAL					184							
		0	0	521	232	0	3,505	0	0	0	0	0	0
<b>Total FY2011-2014</b>				753		<b>Total FY2015-2018</b>		3,505		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Delaware

**MPMS# 86370** *Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)*

**AQ Code** S19 **LIMITS** Over Hermesprota Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Darby Township; Folcroft Borough

**PROJECT MANAGER:** TSS/GANNETT

*No Let Date*

This project will include the replacement of a single span, concrete slab bridge located in Folcroft Borough and Darby Township. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. Sufficiency rating: 41.8

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			180									
FD	183			34									
ROW	BOO				185								
ROW	183				35								
UTL	BOO				185								
UTL	183				35								
CON	BOO					3,105							
CON	183					358							
CON	LOCAL					179							
		0	0	214	440	3,642	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>654</b>	<b>Total FY2015-2018</b>		<b>3,642</b>		<b>Total FY2019-2022</b>		<b>0</b>		

**MPMS# 87109** *Swarthmore Borough Pedestrian Access Upgrade (SRTS) - Round 1*

**AQ Code** A2 **LIMITS** Princeton Avenue at

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Swarthmore Borough

**PROJECT MANAGER:**

*Est Let Date: 2/27/2014*

The Borough of Swarthmore will receive \$662,270 for safety and accessibility upgrades to the Princeton Avenue underpass, the main pedestrian link between the southern portion of the borough and the local elementary school.

All improvements will occur within the existing tunnel and adjacent public sidewalk and street, which are located within a quarter mile of the school. No additional right of way is required, and train operations will not be affected.

Proposed improvements include removing and replacing existing steps with ADA-compliant sidewalk ramps; extension of the northern ramp for approximately 100 feet within the unopened right-of-way of Princeton Ave; extension of the two 62' switchbacks of the southern ramp to the west of the underpass along Myers Ave; installation of new stairs to allow for more convenient access; removing and replacing lighting with continuous indirect lighting along the eastern wall; removing and replacing the existing floor, and installing new French drains on either side.

This project was awarded \$662,270 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SRTS	74											
FD	SRTS	14											
CON	SRTS	574											
		662	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>662</b>	<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>		

## Pennsylvania - Highway Program

### Delaware

**MPMS# 87119** *Nether Providence Township Sidewalks (SRTS) - Round 1*

**AQ Code** A2

**LIMITS** Wallingford Avenu

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Nether Providence Township

**PROJECT MANAGER:**

*Est Let Date: 11/14/2014*

This project will install sidewalks and curbing along the north side of Wallingford Avenue, which will create a safer route to Wallingford Elementary School.

Improvements include constructing new sidewalks on 4,425 linear feet of Wallingford Avenue (SR 3024), designated a Hazardous Walking Route by PennDOT per March 2005 DVRPC Stud. This will delete Wallingford Avenue from the Hazard Route list.

This project was awarded \$304,500 in Safe Routes to School (SRTS) funding in May of 2009.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	304											
		304	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			304	Total FY2015-2018			0	Total FY2019-2022			0

**MPMS# 87120**

*Upper Darby Township Sidewalks (SRTS) - Round 1*

**AQ Code** A2

**LIMITS** Township Li

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Darby Township

**PROJECT MANAGER:**

*Est Let Date: 8/15/2014*

This project will construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

Improvements include construction of sidewalks along the west side of Township Line Road to commence at Pilgrim Lane to the convergence of TLR and State Road (SR); construction of 6 curb cuts for ramps at the west side of TLR at both corners of Bella Vista Road (BVR), 2 on the north corner of BVR and 4 at the south corner of BVR (Includes Crosswalk for Pedestrians); installation of guard railing along the west side of TLR from the north corner of BVR to the south corner of BVR; installation of 140 linear feet (l.f.) of retaining wall along west side of TLR within the north & south corners of BVR.

This project was awarded \$242,893 in Safe Routes to School (SRTS) funding in May of 2009.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SRTS	52											
FD	SRTS	8											
CON	SRTS	182											
		242	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			242	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 87940

**Pedestrian and School Children Safety (TCSP)**

AQ Code A2

**LIMITS** Paxon Hollow Road, Paxon Hollow Middle School to S

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Marple Township

**PROJECT MANAGER:** AECOM/JD

Est Let Date: 1/3/2013

The project will provide for the installation of approximately 1500 linear feet of infill sidewalk and 600 square feet of curbing along Paxon Hollow Road from the Paxon Hollow Middle School to Sarah's Way. This stretch of the southeast side of Paxon Hollow Road currently contains several areas without sidewalks and any pedestrian navigation must occur in the street. As a result, pedestrian travel is limited and in most cases discouraged. The project also includes 8 new handicapped ramps and signage. New crosswalks will be installed not only to provide a continued safe access along the Northwest side of Paxon Hollow Road but also new crosswalks to provide controlled travel from the southeast side of the street. The project also proposes pedestrian crossing signals to warn motorists of the established intersection crossings. The goal of this project is to provide safe access for school children and pedestrians along Paxon Hollow Road (SR1022) from the adjoining residential neighborhoods which contain approximately 203 residential properties and will provide direct access to the school which will allow children to walk to and from school and reduce the need for utilizing a motor vehicle as transportation to the school.

\$177,840 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TCS	178											
CON	LOCAL	44											
		<b>222</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>222</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Delaware

MPMS# 92526  
AQ Code X9

#### Chester Waterfront Lighting

**LIMITS** Highland Avenue from 4th Street to just west of 2nd Street

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Chester City

**PROJECT MANAGER:**

No Let Date

The City of Chester has obtained a 2002 Transportation and Community System Preservation Program (TCSP) earmark award of \$495,654 for streetscape improvements and enhancements in support of a Brownfield redevelopment project (The Wharf at Rivertown) along the Delaware River waterfront between Highland Avenue and Flower Street. Streetscape improvements are proposed for Highland Avenue from 2nd Street to just west of 5th Street. The project will include replacement of existing sidewalks, new street trees, restriping of the existing roadway as well as striping of pedestrian crosswalks at several intersections.

This project is a breakout from MPMS# 65127. This project installs just the lighting portion of the streetscape project.

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

Federal project #E2PA02  
TCSP - \$495,654  
SAFETEA DEMO - PA ID #269 - \$350,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF	308												
		0	308	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			308		<b>Total FY2015-2018</b>			0		<b>Total FY2019-2022</b>		0

MPMS# 92958  
AQ Code

#### Newtown Traffic Signals (ARLE 1)

**LIMITS** Newtown Street Rd- West Chester Pike (SR 0003) to Goshen Rd (SR 1034)

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Newtown Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the installation of fiber optic interconnect cable in order to provide coordination for four (4) signalized intersections along Newtown Street Road (SR 0252). The fiber optic interconnect will allow for increased mobility and improved vehicular progression.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	87												
		87	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			87		<b>Total FY2015-2018</b>			0		<b>Total FY2019-2022</b>		0

## Pennsylvania - Highway Program

### Delaware

MPMS# 92966

**Aston Traffic Signal (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Aston Township

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Aston Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for an upgrade of existing traffic signals to LED signals, including walk/don't walk signals to LED signals throughout Aston Township. A total of eight (8) signalized intersections will be improved.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	34												
		34	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			34	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92967

**Haverford Intersection Improvement (ARLE 1)**

AQ Code

**LIMITS** West Chester Pike- North Lawrence Road (SR 1016) to Kohl's Driveway

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Haverford Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the retiming of an existing closed loop signal system comprised of eleven (11) signalized intersections along West Chester Pike in Haverford Township. Updated traffic volumes and traffic signal analysis software will be utilized to optimize intersection timings, corridor wide cycle lengths, and coordination settings in order to improve mobility along this heavily traveled roadway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	54												
		54	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			54	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 92968

**Milbourne Pedestrian Safety Improvement (ARLE 1)**

AQ Code

**LIMITS** Market Street (SR0003) from Powell Lane to Sellers / Glencoe Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Millbourne Borough

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the installation of Type I Handicap Curb Ramps, Type C, Perpendicular Crosswalk Legends and W11-2 Advance Warning Signs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	108												
		108	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			108	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92969

**Tinicum 291 & 420 Improvement (ARLE 1)**

AQ Code

**LIMITS** PA 291 Industrial Highway and PA 420 Wanamaker Avenue

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Tinicum Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the construction of a southbound right-turn lane on PA 291, the installation of dual left-turn arrows on southbound PA 291 and an increase in northbound clearance intervals from eastbound PA 291.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	224												
		224	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			224	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Delaware

MPMS# 92970

**Upper Chichester Signs (ARLE 1)**

AQ Code

**LIMITS** Various Locations through Upper Chichester Township, Delaware County

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Upper Chichester Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project provides for the replacement of regulatory and warning signs to meet the Manual on Uniform Traffic Control Devices standards. This program has been implemented for the state roads in Upper Chichester Township to establish a sign inventory and fund replacement of signs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	19												
		19	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			19	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92971

**Yeadon Sign Replacement (ARLE 1)**

AQ Code

**LIMITS** Whitby Ave and West Cobbs Creek Parkway

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Yeadon Borough

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project provides for the replacement of regulatory or warning signs that meet the minimum retro-reflectivity requirements to provide night-time guidance. Also included will be new lighted chevrons to light the way in the curvature in the road on both Whitby Ave and West Cobbs Creek Parkway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	50												
		50	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			50	Total FY2015-2018				0	Total FY2019-2022			0



## Pennsylvania - Highway Program

### Delaware

MPMS# 94909

**Engle Street Grade Crossing**

AQ Code S1

LIMITS Between Townsend Street and Jeffery Street

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Chester City

PROJECT MANAGER:

No Let Date

Engle Street Grade Crossing  
Installation of RR Warning Device and High-Type Surface  
City of Chester, Delaware County

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		300										
		0	300	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		300				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 95404

**Concord Township Safety Improvements (ARLE 2)**

AQ Code 2013M

LIMITS Baltimore Pike

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Concord Township

PROJECT MANAGER:

No Let Date

The DVRPC Region was awarded a total of \$1,851,030 to advance the following projects which will each have individual MPMS numbers:

- 1.) Low Cost Safety Improvements at High Crash and High Traffic Locations (MPMS# 93155) - \$1,500,000  
Funding will be used for safety improvements at high crash intersections.
- 2.) Install Traffic Adaptive Signal Control on Rt. 1 (MPMS# 95404), Delaware County - \$205,000  
Funding will be used to install adaptive signal control at five intersections along Baltimore Pike.
- 3.) Business Route 30/US322 Congestion/Incident management, (MPMS# 95403), Chester County - \$146,030  
Funding will be used for installation of closed circuit cameras and to upgrade two signalized intersections to allow for connection to the existing Closed Loop Traffic Signal System to assist in congestion management.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	244		205										
		0	205	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		205				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

Total For Delaware	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$37,331	\$44,249	\$36,759	\$14,106	\$132,445	\$249,436	\$107,725

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 15769** *Limekiln Pike Bridge Over Little Neshaminy Creek SR:0152*

**AQ Code** S19 **LIMITS** Over Little Neshaminy Creek

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Montgomery Township; Horsham Township

Not SOV Capacity Adding

**PROJECT MANAGER:** Gannett/BPM

*Act/ Let Date: 4/26/2012*

Adding Subcorr(s): 8G

The proposed project is the rehabilitation of the historic two span stone arch carrying SR 0152 over Neshaminy Creek. This project includes the reconstruction of the existing spandrel walls and portions of the existing wingwalls, the placement of lightweight concrete fill over the arch, and the construction of a full width concrete relief slab and barrier system utilizing stone veneer removed from the existing bridge. In addition, rehabilitation will include scour repairs, masonry repairs & repointing and guiderail approach upgrades. Approach roadway work is expected to be minimal.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
PE	BOO	362														
ROW	916			563												
UTL	916			113												
CON	916		1,136													
		<b>362</b>	<b>1,136</b>	<b>676</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2011-2014</b>			<b>2,174</b>				<b>Total FY2015-2018</b>				<b>0</b>			
									<b>Total FY2019-2022</b>				<b>0</b>			

**MPMS# 15793** *Salfordville Road Bridge Over East Branch of Perkiomen Creek SR:1017*

**AQ Code** S19 **LIMITS** Over East Branch of Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Salford Township

Not SOV Capacity Adding

**PROJECT MANAGER:** HNTB/GCG

*Act/ Let Date: 2/9/2012*

The project is the replacement of the SR 1017 Section 86S bridge carrying Salfordville Road over the Perkiomen Creek with no shoulders with a two lane bridge with shoulders and improve the horizontal alignment by relocating the bridge and tying it in to the Groff's Mill Rd. The existing bridge is a 4-span encased I-beam bridge carrying one lane in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in July 2003. Commitments from the CE will need to be incorporated into the proposed project.

The three-span, steel girder bridge was built in 1933 and is posted with a weight limit of three tons. It is 270 feet long and 28 feet wide. The structural carries 221 vehicles a day. Bridge closed in December 2008

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
PE	185	16														
UTL	185	70														
CON	BND	1,485														
CON	BND		1,502													
		<b>1,571</b>	<b>1,502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2011-2014</b>			<b>3,073</b>				<b>Total FY2015-2018</b>				<b>0</b>			
									<b>Total FY2019-2022</b>				<b>0</b>			

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 15992** *Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)*

**AQ Code** A2 **LIMITS** Over Amtrak's Harrisburg Line

**IMPROVEMENT:** Other

Not SOV Capacity Adding **MUNICIPALITIES:** Narberth Borough

**PROJECT MANAGER:** DEL02

*No Let Date*

This bridge is currently closed to both vehicular and pedestrian traffic. The bridge will be replaced with a pedestrian bridge.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	183		484										
CON	BOO		1,062										
		0	1,546	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>1,546</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 16085** *PA 29, Gravel Pike Bridge Over Hosensack Creek SR:0029*

**AQ Code** S19 **LIMITS** Over Hosensack Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Upper Hanover Township

**PROJECT MANAGER:** DAVIES/LEF

*Est Let Date: 12/15/2016*

Remove and replace the existing bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	185		56										
UTL	185		23										
CON	916			820									
CON	916				820								
		0	79	820	820	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>1,719</b>				<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16086** *PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek SR:0029*

**AQ Code** S19

**LIMITS** Over Branch of Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Hanover Township

**PROJECT MANAGER:** DAVIES/LEF

*Est Let Date: 12/15/2016*

Remove the existing bridge and construct a new Con-Span Arch bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16085 (PA 29 Gravel Pike over Hosensack Creek).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO	90											
ROW	185	23											
UTL	BOO	9											
UTL	185	2											
CON	916			1,739									
		<b>124</b>	<b>0</b>	<b>1,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>1,863</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 16099** *Camp Road Bridge Over East Branch of Perkiomen Creek SR:1021*

**AQ Code** S19

**LIMITS** Over East Branch of Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Salford Township; Franconia Township

**PROJECT MANAGER:** HNTB/GCG

*Est Let Date: 11/29/2012*

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and make a minor horizontal realignment to the S-curve. The existing bridge is a five-span arch carrying one lane of traffic in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in April 2003. Commitments from the CE will need to be incorporated into the proposed project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185	15											
FD	185	74											
CON	185		3,278										
		<b>89</b>	<b>3,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,367</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16150** *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

**AQ Code** S19

**LIMITS** Over Tookany Creek

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Cheltenham Township

Not SOV Capacity Adding

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 3/10/2016*

Adding Subcorr(s): 5G

In Cheltenham Township, east of Jenkintown, replace the Tookany Creek Parkway bridge over the tributary of the Tookany Creek. (Bridge Bill 2)

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	183				220								
FD	LOCAL				12								
UTL	BOO				93								
UTL	183				17								
UTL	LOCAL				6								
CON	BOO						984						
CON	183						184						
CON	LOCAL						61						
		0	0	0	348	0	1,229	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>348</b>	<b>Total FY2015-2018</b>			<b>1,229</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 16191** *Elm Street Bridge Over Plymouth Creek SR:3013*

**AQ Code** S19

**LIMITS** Over Reading Railroad/Capital Crescent Trail/Plymo

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Conshohocken Borough

Not SOV Capacity Adding

**PROJECT MANAGER:** P/CNV

*Est Let Date: 8/23/2012*

Adding Subcorr(s): 2B

This project will involve the bridge replacement running east-west on Elm Street over Plymouth Creek and the abandoned Reading Railroad. The existing structure is 145 ft. long, and is a steel thru-girder with floorbeam system. It has stone masonry abutments and wingwalls on both sides and a concrete pier at the center. Under a separate project, a proposed cross-county trail is proposed parallel to the bridge to the north, on structure, and joining with a trail below the bridge (to the south). The project is located in the Borough of Conshohocken.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	185	250											
CON	BND	2,249											
		2,499	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>2,499</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16194** *High Street Bridge Over Manatawny Creek SR:4031*

**AQ Code** S19 **LIMITS** Over Manatawny Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Pottstown Borough

**PROJECT MANAGER:** Gannett/BPM

*Act/ Let Date: 12/16/2010*

This bridge replacement project is located on Ridge Pike (S.R. 4031) between PA 100 and Manatawny Street in Pottstown Borough, Montgomery County, Pennsylvania (see attached project location map). The existing bridge carries High Street over Manatawny Creek which flows in a southerly direction into the Schuylkill River. The 165'-long and 51'-wide, 4 span bridge is composed of 3, 45' long built-up deck girder spans and a 28' elliptical-shaped, reinforced concrete deck arch span that is finished with ashlar spandrel walls. The substructure is composed of both stone and concrete piers and abutments. Metal lattice railings finish the bridge. The existing bridge was built in 1908.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	4,116											
		4,116	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			4,116	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

**MPMS# 16197** *Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail SR:2054*

**AQ Code** S19 **LIMITS** Over SEPTA Mainline Commuter Rail

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Cheltenham Township; Jenkintown Borough

**PROJECT MANAGER:** AECOM/PS

*Act/ Let Date: 5/26/2011*

The purpose of this project is to replace the existing bridge due to structural deficiencies over SEPTA's R2, R3 & R5 mainlines. The project involves a complete replacement of the Greenwood Ave. Bridge over SEPTA, a three lane bridge with sidewalk on one side and tying into the adjacent intersection and SEPTA driveways. The new structural design must accommodate the present abutment. A wingwall connection to the roadway retaining walls is also needed. The reconstruction also includes placing scour protection for the Greenwood Ave. over the Tacony Creek Structure. The underlying areas of the concrete bridge abutments will be addressed by placing scour protection around the structure at the creek. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek. The existing structure only has one sidewalk with three lanes; the replacement will have 2 sidewalks, 2 travel lanes, and one turning lane

A second stone arch bridge over the creek was originally included in this project and has been repaired by PennDOT.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND	6,394											
		6,394	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			6,394	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16214** *PA 611, Old York Road Over SEPTA R3 SR:0611*

**AQ Code** S19 **LIMITS** Over SEPTA R3 (Noble Station)

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Abington Township

Adding Subcorr(s): 14B **PROJECT MANAGER:** TSS/HPF

*Est Let Date: 1/15/2016*

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge.

The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	185	160											
FD	581		110										
CON	BOO					15,447							
CON	185					3,862							
		160	110	0	0	0	19,309	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			270	<b>Total FY2015-2018</b>			19,309	<b>Total FY2019-2022</b>			0

**MPMS# 16216** *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

**AQ Code** S19 **LIMITS** Over Amtrak/SEPTA R5 Rail Lines

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Lower Merion Township

Adding Subcorr(s): 7B **PROJECT MANAGER:** EE/MDH

*Est Let Date: 10/15/2015*

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides.

Sufficiency Rating: 26.0

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	185		73										
ROW	BOO*	160											
UTL	BOO*	1,600											
CON	BOF					3,542							
CON	183					664							
CON	LOCAL					221							
		1,760	73	0	0	0	4,427	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			1,833	<b>Total FY2015-2018</b>			4,427	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16248

**Union Avenue (Bridge) SR:7104**

AQ Code S19

**LIMITS** Over SEPTA R6, Cynwyd Rail Line

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Merion Township

**PROJECT MANAGER:** TSS/GANNETT

No Let Date

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	183			35									
FD	LOCAL			9									
		0	0	44	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>44</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

MPMS# 16334

**PA 73, Church Road Intersection and Signal Improvements SR:0073**

AQ Code 2030M

**LIMITS** Greenwood Avenue to Rice's Mill Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Cheltenham Township

Adding Subcorr(s):

**PROJECT MANAGER:** AECOM/PS

Est Let Date: 5/16/2016

14B

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue and PA 73 and Rices Mill Road. Interconnect the traffic signals and add left turn lanes on the PA 73 approaches to Greenwood Ave. and on eastbound PA 73 at Rice's Mill Rd. Provide right turn lanes on the Greenwood Avenue approaches to PA 73. TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP		92										
PE	581		23										
ROW	CMAQ									692			
ROW	TOLL												
CON	CMAQ									7,198			
CON	TOLL												
		0	115	0	0	0	0	0	0	0	7,890	0	0
<b>Total FY2011-2014</b>		<b>115</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>7,890</b>			



## Pennsylvania - Highway Program

### Montgomery

MPMS# 16376

**Morris Road SR:2001**

AQ Code R1

LIMITS At North Wales Road

Minor SOV Capacity

IMPROVEMENT: Intersection/Interchange Improvements

Adding Subcorr(s):

MUNICIPALITIES: Worcester Township; Whitpain Township

8F

PROJECT MANAGER: AECOM/DB

No Let Date

This project involves aligning the intersection of North Wales Rd. with Morris Rd., installing a traffic signal, and providing left turn lanes on all intersection approaches.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
UTL	STP														
UTL	581														
CON	STP		206												
CON	LOCAL		52												
		0	258	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			258	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 16396

**Church Road Bridge Over Norristown High Speed Line (CB) SR:7220**

AQ Code S19

LIMITS Over SEPTA Route 100

Not SOV Capacity

IMPROVEMENT: Bridge Repair/Replacement

Adding

MUNICIPALITIES: Upper Merion Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 6/15/2015

1A, 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	BOO		96												
FD	183		18												
FD	LOCAL		6												
UTL	BOO			372											
UTL	183			69											
UTL	LOCAL			23											
CON	BOO				1,755										
CON	183				328										
CON	LOCAL				109										
CON	BOO					1,423									
CON	183					266									
CON	LOCAL					91									
		0	120	464	2,192	1,780	0	0	0	0	0	0	0		
		Total FY2011-2014			2,776	Total FY2015-2018				1,780	Total FY2019-2022				0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16400**      **Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046**

**AQ Code S19**      **LIMITS** Over Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Lower Providence Township; Upper Providence Township

Adding Subcorr(s): 9A      **PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 11/5/2015*

The existing bridge (12 ton limit) is 26' wide with sidewalk on the south side. The new bridge will be two lanes, width to be determined, with sidewalk on at least one side. Reference MPMS# 16400.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	450											
FD	183	84											
FD	LOCAL	28											
ROW	BOO					208							
ROW	183					39							
ROW	LOCAL					13							
UTL	BOO					51							
UTL	183					10							
UTL	LOCAL					4							
CON	BOO						5,536						
CON	183						1,038						
CON	LOCAL						346						
		<b>562</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>6,920</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>562</b>	<b>Total FY2015-2018</b>			<b>7,245</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16408 **Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046**

AQ Code S19 **LIMITS** Over Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Upper Hanover Township

**PROJECT MANAGER:** TSS/GANNETT

Est Let Date: 2/9/2017

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF				464								
FD	183				87								
FD	LOCAL				29								
ROW	BOF					48							
ROW	183					10							
ROW	LOCAL					2							
UTL	BOF					48							
UTL	183					10							
UTL	LOCAL					2							
CON	BOF							3,040					
CON	183							570					
CON	LOCAL							190					
		0	0	0	580	120	0	3,800	0	0	0	0	0
<b>Total FY2011-2014</b>					<b>580</b>	<b>Total FY2015-2018</b>		<b>3,920</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16433

**Pennsylvania Avenue SR:2027**

AQ Code R2

**LIMITS** At Camp Hill Road

Minor SOV Capacity  
Adding Subcorr(s):  
14B

**IMPROVEMENT:** Intersection/Interchange Improvements

**MUNICIPALITIES:** Springfield Township

**PROJECT MANAGER:** EE/LJL

No Let Date

The project proposes to improve the intersection of S.R. 2027, Section 001 (Pennsylvania Avenue) and S.R. 2028, Section 001 (Camp Hill Road) located in Springfield and Upper Dublin Townships, Montgomery County, Pennsylvania. This intersection improvement project involves re-alignment of the S.R. 2028 approaches to eliminate the dogleg alignment of its intersection with S.R. 2027. The improved alignment will require the relocation of the two existing traffic signals to a newly creating single signalized intersection. The new signalized intersection will offset the existing dog leg intersection and create an intersection with better geometry that is closer to ninety degrees.

A retaining wall is proposed on the southeast corner of the new intersection to avoid impacting a springhouse, which is a contributing element to the property's National Historic Registry. Also, the S.R. 2027 approaches will be widened to provide turning lanes from both directions. The project limits along Pennsylvania Avenue is approximately 1900 feet long and the limits along Camp Hill Road is approximately 2000 feet long. Throughout the project limits, full depth pavement reconstruction will be preformed. The construction of this project will use a detour. The detour will use all state routes in the vicinity.

The re-alignment of the intersection will greatly improve traffic safety and operations. The existing intersection area has numerous conflicting traffic movements and heavy congestion during peak hours. The improvements to this intersection will satisfy the need to simplify the intersection area and provide left turn lanes on each approach to increase safety for the traveling community.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		192										
CON	581		48										
		0	240	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		240		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16438

**PA 309, Connector Project - Phase I SR:1058**

AQ Code 2013M

**LIMITS** Allentown Road to PA 63/Sumneytown Pike

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Towamencin Township; Lower Salford Township; Franconia Township

Adding Subcorr(s):

**PROJECT MANAGER:** CONSTR

LRPID:57

Act/ Let Date: 7/2/2009

2A, 11A, 14C

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION. DEMO PA ID #206 - \$4,59,394.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS*	3,986											
CON	STP		1,310										
CON	STU		850										
CON	581		327										
CON	581		213										
		<b>3,986</b>	<b>2,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>6,686</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16484** *Edgehill Road Bridge Over Old York Road SR:2034*

**AQ Code** S19

**LIMITS** Over Old York Road

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Abington Township

Adding Subcorr(s): 14B

**PROJECT MANAGER:** EE/JMD

*Est Let Date: 12/4/2014*

This project involves rehabilitating the bridge carrying Edgehill Road over Old York Road. The rehabilitation includes replacing the deck of the bridge and painting. The project will also include the replacement of approach curb and sidewalk.

The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BND			900									
ROW	BND					239							
UTL	BND					418							
CON	916						3,075						
		0	0	900	0	657	3,075	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>900</b>	<b>Total FY2015-2018</b>			<b>3,732</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 16577**

*Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade SR:0000*

**AQ Code** 2030M

**LIMITS** Butler Pike to Philadelphia County Line

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Springfield Township; Whitemarsh Township

Adding Subcorr(s): 2B, 15B

**PROJECT MANAGER:** AECOM/MMP

*LRPID:59*

*Est Let Date: 2/8/2018*

This project involves reconstructing the roadway and drainage, upgrading the traffic signals, and adding turn lanes where needed. Sidewalks will be included. Signals will be upgraded and interconnected. Phase 1 will be from Church Lane to Phila line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Church Lane.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU*	400											
UTL	STU*	200											
CON	STU									23,653			
CON	LOCAL									5,913			
		600	0	0	0	0	0	0	0	29,566	0	0	0
		<b>Total FY2011-2014</b>			<b>600</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>29,566</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 16610** **Ashmead Road Bridge Over Tookany Creek (CB) SR:7102**

**AQ Code** S19 **LIMITS** Over Tookany Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Cheltenham Township

Adding Subcorr(s): 5G **PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 1/8/2015*

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO		87										
UTL	185		16										
UTL	LOCAL		5										
CON	BOO					2,475							
CON	185					464							
CON	LOCAL					155							
		0	108	0	0	3,094	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			108	<b>Total FY2015-2018</b>			3,094	<b>Total FY2019-2022</b>			0

**MPMS# 16658** **Old Forty Foot/Skipack**

**AQ Code** **LIMITS** LOWER SALFORD TWP

**IMPROVEMENT:**

Not SOV Capacity Adding **MUNICIPALITIES:**

**PROJECT MANAGER:** EE/JA

*Est Let Date: 3/12/2015*

Old Forty Foot over Skipack  
Lower Salford Township, Montgomery County  
Bridge Replacement

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		575										
PE	BOO			275									
		0	575	275	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			850	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16665

**US 202, Markley Street Southbound (Section 500) SR:0202**

AQ Code 2030M

**LIMITS** Main Street to Johnson Highway

**IMPROVEMENT:** Roadway Rehabilitation

Major SOV Capacity

**MUNICIPALITIES:** Norristown Borough; East Norriton Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/JB

LRPID:21

No Let Date

8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	581	650												
FD	581		215											
ROW	NHS*	855												
UTL	NHS*	1,712												
		<b>3,217</b>	<b>215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>3,432</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Montgomery

MPMS# 16681

**Mill Road Bridge Over Branch of Meadow Brook Road SR:2068**

AQ Code S19

**LIMITS** Over Branch of Meadow Brook Road

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Abington Township

Adding Subcorr(s): 14B

**PROJECT MANAGER:** TSS/HPF

Act/ Let Date: 12/16/2010

The purpose of the project is to replace the existing deteriorated bridge structure. The stone arch recently suffered a partial collapse of the inside wall of the structure. A temporary repair has been made, but the bridge must be replaced in order to maintain the long term operation of the roadway.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	736											
CON	TOLL												
CON	BOF		1,311										
CON	BOO		125										
CON	TOLL												
CON	TOLL												
CON	BOO			125									
CON	TOLL												
		736	1,436	125	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>2,297</b>			<b>Total FY2015-2018</b>		<b>0</b>			<b>Total FY2019-2022</b>	
									<b>0</b>			<b>0</b>	

MPMS# 16688

**PA 23, River Road Intersection Improvement SR:0023**

AQ Code R1

**LIMITS** At Balligomingo Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** West Conshohocken Borough

Adding Subcorr(s): 2B, 3C

**PROJECT MANAGER:** HNTB/GCG

Act/ Let Date: 2/17/2011

Project Consists of relocation of intersection of SR 0023 and Balligomingo Road to improve congestion and safety. The project will include roadway widening and reconstruction of approximately 1440' (800' along S.R.2023 and about 600' along Balligomingo road) to accommodate Left and Right turning lanes at the intersection and construction of a retaining wall between SR0023 and the Norfolk Southern Rail Road and to replace the bridge that carries SR 0023 over Gulph Creek, a tributary to the Schuylkill River.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	STU	400											
UTL	581	100											
CON	BND	5,375											
CON	BND		750										
		5,875	750	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>6,625</b>			<b>Total FY2015-2018</b>		<b>0</b>			<b>Total FY2019-2022</b>	
									<b>0</b>			<b>0</b>	

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16703

AQ Code A2

Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

**Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051**

**LIMITS** Over Schuylkill River and Norfolk Southern Railroa

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** West Norriton Township; Upper Merion Township

**PROJECT MANAGER:** EE/MDH

Est Let Date: 12/20/2012

The new bridge which replaces the Old Betzwood vehicular bridge over the Schuylkill River will accommodate bicycles and pedestrians. This project will also provide for rehabilitation of the Trooper Road superstructure over Norfolk Southern railroad and replacement of the Trooper Road structure over the Schuylkill River Trail. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

This trail project is intended for transportation purposes, including trips to public venues, businesses and services. This project will provide non-motorized transportation connections from residential communities (Riverview at Valley Forge, Valley Forge Crossing, Valley Forge Towers & Apartments) to major employment centers (King of Prussia Business Park, Valley Forge Corporate Center) and retail/service centers (King of Prussia Mall, Valley Forge Convention Center, Greater Philadelphia Expo Center) in Upper Merion, West Norriton and Lower Providence Townships. This project will also provide a connection between the north and south sides of the Valley Forge National Historical Park to minimize impacts of vehicular traffic within the National Historical Landmark.

This project is part (5) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	856											
PE	STP		438										
FD	SXF	450											
FD	TOLL												
ROW	SXF	53											
ROW	TOLL												
UTL	SXF	265											
UTL	TOLL												
CON	CMAQ	7,247											
CON	SXF	385											

## Pennsylvania - Highway Program

### Montgomery

CON STP	849												
CON CMAQ	663												
CON STP		939											
	<b>10,105</b>	<b>1,101</b>	<b>939</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>Total FY2011-2014</b>		<b>12,145</b>		<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 16705**

**Chester Valley Trail Extension (C036)**

AQ Code A2

**LIMITS** South Gulph Road Bridge to Norristown Transit Cent

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 1A, 3C, 8D, 9B

**MUNICIPALITIES:** Norristown Borough; Upper Merion Township; Bridgeport Borough

**PROJECT MANAGER:** EE/DVRPC/RG

*Est Let Date: 4/15/2016*

This project includes the development of a 3.5 mile extension of the paved trail and bike lockers. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery to Bucks County. This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	CMAQ*	61												
FD	CMAQ		120											
FD	LOCAL		30											
ROW	CMAQ*	576												
ROW	CMAQ		584											
ROW	LOCAL		146											
CON	CMAQ			3,255										
CON	LOCAL			813										
CON	CMAQ				3,255									
CON	LOCAL				813									
		<b>637</b>	<b>880</b>	<b>4,068</b>	<b>4,068</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>		<b>9,653</b>		<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 16732

**US 202 (Sec. 405) SR:0202**

AQ Code 2005M

**LIMITS** From I-76 to Conrail Bridge

**IMPROVEMENT:** Roadway New Capacity

**MUNICIPALITIES:** Tredyffrin Township; Upper Merion Township

**PROJECT MANAGER:** FINAL

Act/Let Date: 9/20/2001

Adding Subcorr(s):  
3C, 8E, 9B

This project will increase the capacity of US 202 by widening a 2.6 mile section from four to six lanes. Interchange improvements will be made at I-76 and Warner Road, US 422, Swedesford Road, and Chesterbrook. The Warner Road and Old Eagle School Road bridges will be replaced and a new ramp will be constructed parallel to US 202 along the abandoned Chester Valley Railroad right-of-way that will connect an extended Devon Park Drive and the US 422 interchange to eastbound I-76. PennDOT has identified this as an SOV Project and has completed the required Congestion Management System (CMS) Analysis. This analysis resulted in additional projects being recommended to mitigate congestion during and after the construction of this improvement. Specific CMS projects include subsidies to SEPTA for new transit service. The limits of Section 400 are from PA 252 to I-76. Traffic volumes in this section of US 202 exceed 80,000 AADT.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
ROW	STP														
		1,200													
		1,200	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>			1,200	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				0

MPMS# 16755

**US 202, Morris Road to PA 309 Design (Section 650) SR:0202**

AQ Code 2030M

**LIMITS** Morris Road to PA 309

**IMPROVEMENT:** Roadway New Capacity

**MUNICIPALITIES:** Lower Gwynedd Township; Montgomery Township; Upper Gwynedd Township; Whitpain Township

**PROJECT MANAGER:** TSS/MCF

LRPID:56

No Let Date

Adding Subcorr(s):  
8G, 14C

This Section 600 of US 202 project is currently in final design, and contains design phase only. Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 600 are from Johnson Highway to PA 309. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	NHS	1,000													
FD	581	250													
		1,250	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>			1,250	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

MPMS# 36822

**Eastern and Susquehanna Grade Crossing**

AQ Code

**LIMITS** Intersection of Easton and Susquehanna Rd.

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Abington Township

**PROJECT MANAGER:**

Est Let Date: 8/7/2009

This project includes improvements to the railroad warning devices at the intersection of the Easton Road and Susquehanna Road railroad crossing in Abington Twp. Montgomery County. This improvement is a breakout to account for advanced construct conversion from the grade crossing program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	1,300											
		1,300	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		1,300		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 48182

**PA 611, Old York Road Signals SR:0611**

AQ Code 2010M

**LIMITS** Along Old York Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Cheltenham Township

**PROJECT MANAGER:** CONSTR

Actl Let Date: 8/19/2005

Funds Account for Accrued Unbilled Costs

Corridor optimization of 10 signals and actuation of 2 side streets on Old York Road (MPMS #48182).

This project contains construction funding for MPMS #'s 48182, 60722, 61053, and 60708.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	90											
		90	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		90		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 48186

**Pottstown Area Signal System Upgrade SR:4031**

AQ Code 2020M

**LIMITS** Montgomery and Chester Counties

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** North Coventry Township; Pottstown Borough

**PROJECT MANAGER:** AECOM/ER

Est Let Date: 2/14/2014

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ		325										
ROW	CMAQ		172										
ROW	CMAQ			328									
CON	CMAQ			1,500									
		0	497	1,828	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		2,325		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 48418**      **Allentown Road Intersection Improvements SR:1001**

**AQ Code** R1      **LIMITS** At Troxel Road and Orvilla Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity      **MUNICIPALITIES:** Towamencin Township

Adding Subcorr(s):      **PROJECT MANAGER:** P/MDB-L

*Actl Let Date: 1/8/2009*

This project includes the realignment and widening of Allentown Road for approximately 1400 ft. Modification of one signalized intersection will be included along Allentown Road at Orvilla Road. A four-legged intersection will be formed with the realigned Troxel Road, Allentown Road, and Orvilla Road. Left turning lanes will be provided along each road at the intersection. Realignment of Troxel Road will tie into Allentown Road at the new four-legged signalized intersection (approximately 1000 ft.). Project will also include minor realignment and approach widening of Orvilla Rd. The two-signal traffic system will be replaced with a single traffic signal and left-turn lanes, which will increase intersection efficiency and improve traffic safety. Troxel Road and Orvilla Road presently have no significant shoulder areas, no curbing and no sidewalks.  
This project is contained in PennDOT's Strategic Safety Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	HSIP*	585												
CON	HSIP		167											
		<b>585</b>	<b>167</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>752</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 50646**      **PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063**

**AQ Code** S19      **LIMITS** Over Unami Creek and East Branch of Perkiomen

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity      **MUNICIPALITIES:** Marlborough Township; Upper Salford Township; Lower Salford Township

Adding      **PROJECT MANAGER:** AECOM/MMP

*Est Let Date: 7/2/2015*

Rehabilitate 3 bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	BOO	325												
PE	TOLL													
ROW	STP			450										
UTL	STP			281										
CON	BOO								7,724					
CON	185								1,931					
		<b>325</b>	<b>0</b>	<b>731</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,056</b>	<b>Total FY2015-2018</b>				<b>9,655</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 51095** *I-76 Schuylkill Expressway Corridor ITS*

AQ Code X

LIMITS

IMPROVEMENT:

MUNICIPALITIES: Various

PROJECT MANAGER: Gannett/VAG

No Let Date

This project will build on work initiated under the ITS:Schuylkill Expressway Corridor project (TIP #0581). The project will have several deployment phases, however the initial phases are planning phases. Planning work will include hiring a Design System Integrator to define implementation and operational strategies and develop a comprehensive strategic deployment plan (including costs) for the corridor.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	CMAQ	180												
PE	581	45												
PE	CAQ		1,576											
PE	581		394											
		225	1,970	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,195	Total FY2015-2018				0	Total FY2019-2022			0

**MPMS# 51359** *PA 422 Resurfacing, PA 29-Township Line SR:0422*

AQ Code S10

LIMITS PA 29 to Township Line Road

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Limerick Township; Upper Providence Township

PROJECT MANAGER: HNTB/JA

No Let Date

The project is approximately 4.5 miles long and runs from 0.5 mile east of the Collegeville Road Interchange to 1500 feet west of the Royersford Road Interchange. This is a concrete patching with bituminous overlay project with no widening. The shoulders will be reconstructed with a wearing, a binder and a base course. The project will remain on the existing alignment. The current and proposed configuration consists of 2-12' lanes with a 10' outside shoulder and an 8' inside shoulder with 4' paved and 4' graded. There is no existing or planned bike or pedestrian features anticipated for this limited access project. The project does not coordinate with any other project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU		125											
		0	125	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			125	Total FY2015-2018				0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 57849**      **PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029**

**AQ Code S2**      **LIMITS** Over abandoned Reading Railroad Tracks

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Pennsburg Borough

**PROJECT MANAGER:** P/CNV

*Est Let Date: 6/5/2014*

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	0	0	0	1,159	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>1,159</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Montgomery

MPMS# 57851

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

AQ Code R1

LIMITS PA 73 to Township Line Road

Minor SOV Capacity

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 1/15/2015

Corridor/intersection improvements; realign off-set intersection, upgrade to good 2-lane road with shoulders:

- 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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581		502										
FD	581			348									
ROW	SXF	1,000											
ROW	CMAQ		600										
ROW	STP					2,337							
UTL	CMAQ			141									
UTL	STP					154							
CON	CMAQ				5,449								
CON	STP					5,288							
		1,000	1,102	489	5,449	0	7,779	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>8,040</b>	<b>Total FY2015-2018</b>			<b>7,779</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

MPMS# 57858

**Lafayette Street Extension (MG1) SR:9102**

AQ Code 2030M

**LIMITS** Dannehower Bridge to PA Turnpike

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Norristown Borough; Plymouth Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/JB

LRPID:55

No Let Date

1A, 8E, 9B

This project (Section MG1) serves as the design project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU*	497											
FD	STU	1,648											
FD	LOCAL	412											
FD	STP		390										
FD	STU		1,648										
FD	LOCAL		412										
FD	LOCAL		97										
FD	STU			1,648									
FD	LOCAL			412									
ROW	DEMO	6,303											
ROW	LOCAL	1,576											
ROW	STU					900							
ROW	LOCAL					226							
UTL	STU	618											
UTL	LOCAL	154											
UTL	STU			1,030									
UTL	LOCAL			265									
UTL	STU					412							
UTL	LOCAL					109							
		<b>11,208</b>	<b>2,547</b>	<b>3,355</b>	<b>0</b>	<b>1,647</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>17,110</b>	<b>Total FY2015-2018</b>			<b>1,647</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 57864

**Cowpath Road/Godshall Road/Broad Street Improvements SR:1012**

AQ Code R4

**LIMITS** At Cowpath Road/Godshall Road/Broad Street

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Franconia Township

Adding Subcorr(s):

**PROJECT MANAGER:** HNTB/JA

*Est Let Date: 3/14/2014*

11A

Project S.R. 1012 (Godshall Road/West Broad Street) extends approximately 700 feet to either side of Cowpath Road intersection between Station 13+50.00 (Segment 0030/Offset 4060) and Station 28+50.00 (Segment 0040/Offset 0679). Work on T-410 (Cowpath Road) will extend approximately 650 feet to the West and 560 feet to the East of the intersection with Godshall Road between Station 12+25.00 and Station 24+30.00.

The project includes widening for its entire length to provide left turn lanes at all approaches and dedicated right turn lanes from westbound T-410 (Cowpath Road) and from northbound S.R. 1012 Godshall Road. Also, included is the addition of 4' shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

This project involves realignment of S.R. 1012 (Godshall Road and West Broad Street) in order to remove the offset that currently exists between the two roads and along the path of the state route.

S.R. 1012 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the northbound approach and 4' shoulders.

T-410 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the westbound approach and 4' shoulders.

Shoulders are to be widened from the existing 0'-2' to a 4' minimum. .

There are currently no accommodations for pedestrians or bicycles. Proposed pedestrian accommodations include sidewalk along the west side of S.R. 1012 (West Broad Street), cross walks and islands with associated hand/man pedestrian signals, and additional sidewalk near the intersection along (S.R. 1012) Godshall Road

-There are no adjacent projects requiring coordination at this time.

This project also includes the replacement of two non-historical bridges. Their sufficiency ratings are as follows:

SR 1012 over Skippack Creek: 95.7

Proposed New Structure: Prestressed Adjacent Box Beam

SR 1012 over Tributary to Skippack Creek:46.6

Proposed New Structure: Single Cell Precast Arch

Two retaining walls will also be constructed. One is located on the north side of Cowpath road, just east of the West Broad Street (SR 1012) intersection. The second is located along the east side of West Broad Street on the ramp carrying westbound traffic on Cowpath to northbound West Broad.

The project includes one (1) new signalized intersection with eleven (11) LED signal heads and four (4) LED pedestrian indications. The intersection is at Cowpath Road (T-410) and West Broad Street (SR 1012)/Godshall Road (SR 1012).

The intersection signal will be traffic responsive with the use of video detection. Remote access is not included in the design. This project precedes the current Regional ITS Architecture; therefore compliance is out of scope.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	500											
ROW	581	560											
ROW	581		237										
ROW	581			123									
UTL	581	50											
CON	STP			3,000									
CON	581			750									
CON	STU				1,500								
CON	STP				1,262								
CON	581				691								

## Pennsylvania - Highway Program

### Montgomery

1,110	237	3,873	3,453	0	0	0	0	0	0	0	0	
Total FY2011-2014		8,673		Total FY2015-2018				0		Total FY2019-2022		0

**MPMS# 57865** *Edge Hill Road Reconstruction SR:2034*

AQ Code S10

LIMITS Easton Road to Jenkintown Road

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Abington Township

PROJECT MANAGER: HNTB/JA

Est Let Date: 10/17/2019

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	STU*	1,104												
CON	STP									6,988				
CON	STU									6,988				
CON	581									3,494				
		1,104	0	0	0	0	0	0	0	17,470	0	0	0	
		Total FY2011-2014		1,104		Total FY2015-2018				0		Total FY2019-2022		17,470

**MPMS# 58662** *Township Wide Traffic Signal Closed Loop SR:0202*

AQ Code 2020M

LIMITS Upper Merion Twp.

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Upper Merion Township; Bridgeport Borough

PROJECT MANAGER: CONSTR

No Let Date

Funds Account for Accrued Unbilled Costs

Expand the existing closed loop signal system to focus on additional corridors including Dekalb Pike (including Bridgeport Boro.), Allendale Rd., Henderson Rd., Gulph Rd., and PA-23. 74 Signals in a township and borough-wide system will be interconnected with fiber optics, with central monitoring provided by the township and tied in to PennDOT's Control Center.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		0		Total FY2015-2018				0		Total FY2019-2022		0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 59522** *I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management SR:9101*

**AQ Code S7** **LIMITS** At I-476 and PA 309

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity  
**MUNICIPALITIES:** Various

**PROJECT MANAGER:** AECOM/ER

*Est Let Date: 4/25/2013*

Adding Subcorr(s):  
 2A, 11A, 14C

This project will implement a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. Video cameras, variable message signs, interconnected signal systems and trail blazer signage are components of the system. Work undertaken as part of the DVRPC FY06 Work Program provided signal inventories, cost estimates to make equipment consistent, identification of closed loop subsystems and priorities within the corridor, requirements for linking the system to PennDOT's Traffic Control Center, and a trail blazer signage plan.

MPMS# 71643 includes the utility work for the ITS components of this project and MPMS #48185 - ITS for I-76 Schuylkill Expressway.

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

SAFETEA LU DEMO #878, PA ID #361 - \$3.2 MILLION

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	339											
FD	581	85											
ROW	CMAQ	42											
ROW	581	11											
UTL	CMAQ		200										
UTL	CMAQ			1,800									
CON	SXF		3,040										
		<b>477</b>	<b>3,240</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>5,517</b>		<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>			
										<b>0</b>			

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 62616** *I-76 Parallel Transportation System Management - Phase 3 SR:0023*

**AQ Code S7** **LIMITS** PARALLEL Arterial

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Various

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

*Act/ Let Date: 12/6/2007*

#### FUNDS ACCOUNT FOR ACCRUED UNBILLED COSTS

This project will build on work initiated under the ITS Schuylkill Expressway Corridor project (TIP #0581 and MPMS #51095) which were the initial planning phases. The purpose of the overall I-76 Schuylkill Expressway Corridor ITS project is to improve traffic management and congestion mitigation in the event of an incident on the Schuylkill Expressway, and includes addressing the need for transportation system management improvements on parallel routes and integration of local & state TSM systems.

The project will have several deployment phases. The comprehensive strategic deployment plan (including costs) for the corridor has been completed and implementation of early-action projects has begun. This funding would complete the remaining high-priority projects for the SEPTA Bus Stop Information System, traffic/transit information kiosks at King of Prussia Mall, Traffic Control Center software for signal coordination, fender bender signage and trailblazer signage.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CAQ	74											
CON	185	18											
CON	CMAQ		96										
CON	581		24										
		<b>92</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>212</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 63486** **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

**AQ Code** 2030M **LIMITS** Johnson Highway to Township Line Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
8F, 9B

**MUNICIPALITIES:** Norristown Borough; Whitpain Township; East Norriton Township

**PROJECT MANAGER:** TSS/MCF

*Est Let Date: 2/1/2018*

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project.

MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS	1,910											
ROW	581	212											
CON	NHS								10,471				
CON	581								2,617				
CON	NHS									10,471			
CON	581									2,617			
CON	NHS										10,471		
CON	581										2,617		
		2,122	0	0	0	0	0	0	13,088	13,088	13,088	0	0
		<b>Total FY2011-2014</b>			2,122	<b>Total FY2015-2018</b>			13,088	<b>Total FY2019-2022</b>		26,176	

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 63490** **US 202, Township Line Road to Morris Road (61N) SR:0202**

**AQ Code** 2020M **LIMITS** Township Line Road to Morris Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Whitpain Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/MCF

*Est Let Date: 4/3/2017*

2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd./Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS	940											
CON	TOLL												
CON	STU					7,960							
CON	STU						23,881						
CON	TOLL								15,921				
CON	STU												
CON	TOLL												
		940	0	0	0	0	7,960	23,881	15,921	0	0	0	0
		<b>Total FY2011-2014</b>			940	<b>Total FY2015-2018</b>			47,762	<b>Total FY2019-2022</b>			0



## Pennsylvania - Highway Program

### Montgomery

MPMS# 63491

**US 202, Morris Road to Swedesford Road (65S) SR:0202**

AQ Code 2030M

**LIMITS** Morris Road to Swedesford Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Lower Gwynedd Township; Upper Gwynedd Township; Whitpain Township

Adding Subcorr(s):

**PROJECT MANAGER:** TSS/MCF

*Est Let Date: 10/15/2017*

8F, 14C

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

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

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	NHS	255											
UTL	581	64											
CON	NHS							16,399					
CON	581							4,100					
CON	NHS								16,399				
CON	581								4,100				
CON	NHS									16,399			
CON	581									4,100			
		319	0	0	0	0	0	20,499	20,499	20,499	0	0	0
		Total FY2011-2014			319	Total FY2015-2018			40,998	Total FY2019-2022		20,499	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 63492** **US 202, Swedesford Rd. to PA 309 (Section 65N) SR:0202**

**AQ Code 2020M** **LIMITS** Swedesford Road to Route 309

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Lower Gwynedd Township; Montgomery Township; Upper Gwynedd Township

Adding Subcorr(s):

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 12/17/2009*

8F, 14C

Widen US 202 Section 65N from two lanes to five lanes including a center turn lane in this section between Swedesford Road and Route 309 in Lower Gwynedd and Montgomery Townships. Traffic signal equipment will be replaced at certain intersections. This section was designed under Section 650 and ITS elements are included in this project.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those

sections have been broken down further to simplify construction management.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU	469											
ROW	581	117											
UTL	STU	2,396											
UTL	581	599											
		<b>3,581</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>3,581</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 63493** **US 202, 5-Points Intersection Improvements (71A) SR:0202**

**AQ Code** 2020M **LIMITS** At US 202/Route 309/PA 463

**IMPROVEMENT:** Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Montgomery Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/MCF

*Est Let Date: 4/15/2015*

This project involves modifications to the intersection of SR 0202 (Doylestown Road) with SR 0309 (Bethlehem Pike) and SR 0463 (Horsham/Cowpath Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work will extend approximately 420 m (1400 ft) from the intersection on SR 0309 NB; 290m (950 ft) on SR 0202/SR 0309 SB; 204m (670 ft) on SR 0463 EB; 460m (1510 ft) on SR 0463 WB respectively. Both signal support structures will be replaced.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581		522										
ROW	581		1,053										
ROW	581			1,021									
ROW	581				32								
UTL	581			1,000									
CON	581	1,031											
CON	581			858									
CON	581				1,717								
		<b>1,031</b>	<b>1,575</b>	<b>2,879</b>	<b>1,749</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>7,234</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 63494** **US 202, Section 700 ITS**

**AQ Code** S7 **LIMITS** PA 63/Welsh Rd to PA 611 Bypass

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Lower Gwynedd Township; Upper Gwynedd Township; Doylestown Township

**PROJECT MANAGER:** Gannett/SAN

*Act/ Let Date: 5/12/2011*

This project will assist in managing traffic in the corridor between Montgomeryville and Doylestown along the new US-202 Parkway and its intersections, existing US-202 Doylestown Rd, Upper State Rd, Stump Rd, and the Pa-611 By-Pass. Install dynamic message signs, cameras, and fiber; upgrade and coordinate traffic signals. Integrate into the District's Traffic Control Center and affected townships and boroughs.

ISTEA earmark - PA ID# 017

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	250											
FD	SXF	250											
ROW	SXF	100											
UTL	SXF	1,000											
CON	SXF	8,353											
		<b>9,953</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>9,953</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 64796

**US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422**

AQ Code 2020M

**LIMITS** At US 422 and PA 363

**IMPROVEMENT:** Intersection/Interchange Improvements

Major SOV Capacity

**MUNICIPALITIES:** Lower Providence Township; West Norriton Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/MDH

LRPID:95

Est Let Date: 11/1/2012

1A, 9B

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	849											
FD	581	212											
ROW	TOLL												
ROW	STP	1,697											
UTL	TOLL												
UTL	STP	1,266											
CON	STU		8,742										
CON	STP		277										
CON	581		2,185										
CON	581		70										
		<b>4,024</b>	<b>11,274</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>15,298</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 64798** **North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412**

**AQ Code** S19

**LIMITS** Over Amtrak/SEPTA

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Narberth Borough

Adding Subcorr(s): 7B

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 4/2/2015*

Replace this borough owned, through girder type bridge. This bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	800											
FD	BOO					459							
FD	183					86							
FD	LOCAL					41							
CON	BOO								5,845				
CON	183								1,096				
CON	LOCAL								365				
		800	0	0	0	586	0	0	7,306	0	0	0	0
		<b>Total FY2011-2014</b>			800	<b>Total FY2015-2018</b>			7,892	<b>Total FY2019-2022</b>			0

**MPMS# 64811** **PA 463 Horsham Rd. SR:0463**

**AQ Code** 2020M

**LIMITS** North Wales Rd. to General Hancock Rd.

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Montgomery Township

Adding Subcorr(s): 8G, 14C

**PROJECT MANAGER:** CONSTR

*No Let Date*

Widen a 1,148 m (3,765') section of Horsham Road between General Hancock Boulevard and North Wales Road to 4 lanes. This is the continuation of a roadway widening project along this section of Horsham Road. The first project, S.R. 0463, Section 57S extended from Stump Road to General Hancock Boulevard. When completed Horsham Road will be widened to a minimum of four lanes from Stump Road on the east to North Wales Road on the west. Horsham Road west of North Wales Road is currently four lanes wide. The project will also provide for turning lanes at all intersections as well as a center/left turn lane throughout the projects limits.  
(Phase II, companion project to Phase I, TIP # 8757, culvert replacement/widening project.)

CMP commitments include bicycle and intersection improvements. Also see US 202 Section 700 commitments that impact this project. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	STP		205										
		0	205	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			205	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 64845** *Terwood Road Bridge Over Branch of Pennypack Creek SR:2033*

**AQ Code** S19 **LIMITS** Over Branch of Pennypack Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Lower Moreland Township

Adding Subcorr(s): 12A **PROJECT MANAGER:** TSS/HPF

*Act/ Let Date: 12/16/2010*

The existing structure carries Terwood Road over an unnamed tributary to Pennypack Creek in Lower Moreland Township, Montgomery County, Pennsylvania. Terwood Road and the bridge that crosses a tributary of the Pennypack Creek is owned and maintained by PENNDOT. The existing structure is a single span concrete encased steel I-beam bridge supported by stone masonry abutments and has an approximate 5-foot under clearance and a 40 degree skew. The existing roadway width across the structure is 22 feet curb-to-curb and 23.8 feet out to out. The existing bridge is narrower than the approach roadway and does not meet current design criteria. This is a safety issue. The need for this project is to increase the hydraulic opening and to bring the bridge section up to current design standards. Additionally the northern approach is showing erosions problems that will be addressed as part of this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND	1,061												
		1,061	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			1,061	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 65910** *Ambler Streetscape/Station Landscaping (TE) SR:0309*

**AQ Code** X9 **LIMITS** Along Butler Pike/Vicinity of Ambler Train Station

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Ambler Borough

**PROJECT MANAGER:** EE/DVRPC/LS

*No Let Date*

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

TEA-21 Earmark was rescinded; backfill funds with \$74,000 STU

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU		74											
CON	STE			552										
		0	74	552	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			626	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 66952

AQ Code R3

Minor SOV Capacity

Adding Subcorr(s):

1A, 9B

**PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex SR:0422**

**LIMITS** PA 23, Moore Road to County Line Road and US 422 O

**IMPROVEMENT:** Intersection/Interchange Improvements

**MUNICIPALITIES:** Upper Merion Township

**PROJECT MANAGER:** EE/MDH

Est Let Date: 1/15/2016

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	721											
FD	581	180											
ROW	STP					60							
ROW	TOLL												
UTL	STP					898							
UTL	TOLL												
CON	SXF					10,501							
CON	TOLL												
CON	TCS						222						
CON	LOCAL						59						
		901	0	0	0	958	10,782	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			901	<b>Total FY2015-2018</b>			11,740	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 66986** **US 422, Schuylkill River Bridge Over Schuylkill River (M2A) SR:0422**

**AQ Code** S19 **LIMITS** Over Schuylkill River

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** West Pottsgrove Township; North Coventry Township

**PROJECT MANAGER:** EE/LJL

**LRPID:**02

**Est Let Date:** 4/15/2014

Reconstruct the bridge carrying SR 0422 over Schuylkill River. The Schuylkill River Bridge is a fracture critical structure with Hone-like details. In 2003, a fracture crack was found in a girder carrying eastbound SR 0422, requiring closure of the bridge followed by the emergency repair work. The new structure will have a multi-girder superstructure. Also reconstruct 1000 feet of expressway on both sides of the bridge. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. PE is funded under MPMS 14698. Also see MPMS #s 14698, 16738, 64220, 64222, and 84308. SAFETEA DEMO # 1202 PA ID# 384 \$1.2 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO				1,313								
CON	185				328								
CON	BOO					14,975							
CON	185					1,935							
CON	BOO						3,039						
CON	185						2,569						
CON	BOO							9,728					
CON	185							2,431					
		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,641</b>	<b>16,910</b>	<b>5,608</b>	<b>12,159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total FY2011-2014</b>				<b>1,641</b>	<b>Total FY2015-2018</b>		<b>34,677</b>		<b>Total FY2019-2022</b>		<b>0</b>		

**MPMS# 69799** **PA 309, ITS Integration SR:0309**

**AQ Code** S7 **LIMITS** Cheltenham Avenue to PA 63 and PA 63 to US 202

**IMPROVEMENT:** Signal/ITS Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

Adding Subcorr(s): 1A, 14A, 14B

**PROJECT MANAGER:** CONSTR

**LRPID:**07

**Actl Let Date:** 2/9/2007

This project would provide for the installation of ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 Reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS*	792											
CON	NHS		481										
		<b>792</b>	<b>481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total FY2011-2014</b>				<b>1,273</b>	<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>		



## Pennsylvania - Highway Program

### Montgomery

MPMS# 70197

**US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex SR:0422**

AQ Code 2030M

**LIMITS** Over Schuylkill River

**IMPROVEMENT:** Bridge Repair/Replacement

Major SOV Capacity

**MUNICIPALITIES:** West Norriton Township; Upper Merion Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/MDH

LRPID:96

Est Let Date: 1/8/2015

1A, 9B

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #16489 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	1,697											
FD	185	424											
ROW	BOO		2,185										
ROW	TOLL												
UTL	BOO		2,185										
UTL	TOLL												
CON	BOO						25,520						
CON	185						6,149						
CON	BOO								25,520				
CON	185								6,149				
CON	BOO									25,520			
CON	185									6,149			
CON	BOO										25,520		
CON	185										6,149		

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

2,121	4,370	0	0	0	0	31,669	31,669	31,669	31,669	0	0
Total FY2011-2014		6,491		Total FY2015-2018		63,338		Total FY2019-2022		63,338	

MPMS# 71203

**Flourtown-Erdenheim Community Gateways (TE) SR:2018**

AQ Code X9

LIMITS Bethlehem Pike at East Mill Road and Penn Oak Road

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Springfield Township

Adding Subcorr(s): 1A, 14B

PROJECT MANAGER: CONSTR

No Let Date

Establish gateway medians and install street trees to delineate entranceways to the Flourtown and Erdenheim Village Shopping Districts and the Valley Green Road Commercial Center. Gateways will be constructed at three locations, Bethlehem Pike and Valley Green Road, East Mill Road and Penn Oak Road, and Bethlehem Pike and Gordon Road.

\$190,900 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*												
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0		Total FY2015-2018		0		Total FY2019-2022		0		0	

MPMS# 72355

**Valley Green Road Bridge Over Wissahickon Creek SR:7046**

AQ Code S19

LIMITS Over Wissahickon Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Whitemarsh Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/8/2015

Replace this heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge was temporarily closed for some stop gap repairs and now allows a restricted 3 ton weight limit. The county hopes to provide new pedestrian access on the bridge which would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO							9,121					
CON	185							2,280					
		0	0	0	0	0	0	11,401	0	0	0	0	0
Total FY2011-2014		0		Total FY2015-2018		11,401		Total FY2019-2022		0		0	

## Pennsylvania - Highway Program

### Montgomery

MPMS# 72977

**Butler Pike Pedestrian Walkway Improvements (HTSSRS)**

AQ Code A2

**LIMITS** Germantown Pike, Whitmarsh High School to Butler

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Whitmarsh Township

Adding Subcorr(s): 2B, 15B

**PROJECT MANAGER:** W/DVRPC/JC

No Let Date

The proposed improvement include 150 LF of 6' wide sidewalk, curbing and segmental block wall, 4 ADA Access Ramps, crosswalk striping, installation of 5 push button access & 6 pedestrian head signals, 2 bus shelters with street furniture along SEPTA Bus Route 95 i.e. Germantown Pike (SR 3053) from Whitmarsh High School to Butler Pike (SR 3016) and at the intersection of S.R. 3053 & S.R. 3016.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$187,335 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			0	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

MPMS# 72978

**Norristown Main Street Streetscape - Phase III (HTSSRS)**

AQ Code A2

**LIMITS** Cherry Street to Barbadoes Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Norristown Borough

Adding Subcorr(s): 8E, 9B

**PROJECT MANAGER:** EE/DVRPC/LS

Act/ Let Date: 6/21/2012

Continuation of existing streetscape improvement project. Phase III will consist of new sidewalks to improve pedestrian safety and increase foot traffic in the Borough's main commercial corridor along Main Street from Cherry Street to Barbadoes Street. New street trees, historic lightning and other amenities will be provided once the improvements are completed. Improvements will eliminate existing tripping hazards and ensure ADA compliance.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$529,840 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	530	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			530	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 72994** **PA 263, York Road Hatboro Revitalization (HTSSRS)**

**AQ Code** A2 **LIMITS** Horsham Road to Summit Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Hatboro Borough

Adding Subcorr(s): 1A, 12A **PROJECT MANAGER:** EE/DVRPC/LS

*No Let Date*

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been broken out to MPMS #74817 for use on this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				0		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

**MPMS# 74801** **Bethlehem Pike Streetscapes**

**AQ Code** A2 **LIMITS** Springfield Avenue to Wissahickon Avenue and Yeake

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Springfield Township

**PROJECT MANAGER:** CONSTR

*Act'l Let Date: 8/6/2009*

This project is the design of the Bethlehem Pike Streetscape project within Springfield Township, Montgomery County. The goal of the project is to complete streetscape improvements in the central business districts of Flourtown and Erdenheim to create a pedestrian oriented "main street" atmosphere, improve pedestrian safety and enhance commercial activities. The project includes streetscape enhancements including stamped crosswalks, sidewalk reconstruction at the corners of prominent intersections, ornamental street lighting, ornamental signal poles, and installation of street trees. This project will be broken up into two separate portions of Bethlehem Pike. The Flourtown area will be along Bethlehem Pike from Springfield Avenue heading south to Wissahickon Avenue. The Erdenheim area of Bethlehem Pike will start at Yeakel Avenue and head south past Gordon Lane to the entrance of the Cisco Park.

This project was awarded TSCP funds in 2009 (\$444,600)

SAFETEA-LU earmark \$800,000 (Fed ID# 1153, PA ID# 377)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF*	428											
CON	TCS	445											
CON	TOLL												
		873	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				873		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 74803**      **Main Street in Lansdale Pedestrian SR:0063**

**AQ Code** X12      **LIMITS** Broad Street to Richardson Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding      **MUNICIPALITIES:** Lansdale Borough

Adding Subcorr(s): 14C, 14D      **PROJECT MANAGER:** AECOM/JD

*Act/ Let Date: 10/7/2010*

Reconstruction of curbs and sidewalks, and streetscape improvements on Main Street between Broad and Richardson Streets.

SAFETEA DEMO ID #2443 - \$640,000. PA ID #448. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74804 (streetscape earmark) and MPMS#77461 (Home Town Streets)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF	640											
		640	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				
		640			0				0				

**MPMS# 74804**      **Mill Street Improvements**

**AQ Code** A2      **LIMITS** Green Street to Richardson Avenue

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding      **MUNICIPALITIES:** Lansdale Borough

Adding Subcorr(s): 14C, 14D      **PROJECT MANAGER:** AECOM/JD

*Act/ Let Date: 10/7/2010*

Reconstruction of curbs and sidewalks, utility relocation, and improved roadway drainage. This project will contribute to Transit Oriented Development to what is currently a parking area adjacent to SEPTA's Lansdale station.

SAFETEA DEMO ID #2046 - \$720,000. PA ID #424. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74803 (streetscape earmark) and MPMS#77461 (Home Town Streets).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF	720											
		720	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				
		720			0				0				

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 74807** *North Broad Streetscape Improvements*

**AQ Code** X9 **LIMITS** Lansing Avenue to Lynwood Road

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Hatfield Township

Adding Subcorr(s): 14C **PROJECT MANAGER:** TSS/DMB

*Est Let Date: 5/23/2014*

The project will include streetscape improvements such as concrete sidewalks, curbs and street plantings. The preliminary engineering phase was completed by Hatfield Township in 2008.

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - \$100,000  
 \$20,000 will be provided by Lansdale Warehouse  
 \$20,000 will be provided by Hatfield Township

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	100												
CON	TOLL*													
CON	LOCAL	40												
		140	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			140	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 74808** *Old York Rd Street Improvements*

**AQ Code** A2 **LIMITS** Summit Avenue to Cherry Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Jenkintown Borough

Adding Subcorr(s): 14B **PROJECT MANAGER:** AECOM/PS

*Act/ Let Date: 5/26/2011*

This project will reconstruct curb, sidewalk, lighting and landscaping along Old York Road from Summit Avenue to Cherry Street. The goal is to improve the appearance of downtown Jenkintown, improve pedestrian safety, and to promote revitalization of the downtown area. The existing streetscape elements are outdated and in need of aesthetic upgrade and safety improvements.

SAFETEA DEMO #7515, PA ID #517 - \$800,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	800												
CON	STP	300												
		1,100	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			1,100	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 74811

**PA 73, Skippack Pike at Narcissa Road Improvements SR:0073**

AQ Code R2

**LIMITS** Lewis Lane to Narcissa Road/Prophecy Park/Park Acc

**IMPROVEMENT:** Intersection/Interchange Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Whitpain Township

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 8/6/2009

This project involves the construction of a new/relocated entrance into Prophecy Creek Park located in Whitpain Township, Montgomery County. Additional roadway and drainage improvements are required to facilitate the engineering design of the new park entrance, including a new signalized intersection at Skippack Pike and Narcissa Road and exclusive left turn lanes. The new entrance road will intersect with Skippack Pike at Narcissa Road which is a shift of approximately 75-feet from its current location. This will improve safety of park visitors when entering and leaving Prophecy Park

\$480,000 SAFETEA LU DEMO/PA ID #519 funds were made available for this project. This project also received \$222,000 TCSP funds (MPMS#87941) which were combined with the SAFETEA LU earmark. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF*	49												
		49	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			49	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 74812

**Susquehanna Road Bridge Reconstruction SR:2017**

AQ Code S19

**LIMITS** On SR 2017 over Sandy Run Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Abington Township

**PROJECT MANAGER:** AECOM/PS

Act/ Let Date: 3/15/2012

Construction of a parallel box culvert to the existing bridge to improve the hydraulic opening and address area flooding. Existing roadway width (which accommodates bicycles) and sidewalks will be maintained. This project is part of an overall upgrade of the Sandy Run channel. PaDEP is advancing a project to improve the channel downstream of this location.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$140,000 DEMO applied to this project for design. Also see MPMS #77804 and 77805. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	STP	40												
FD	LOCAL	10												
CON	STP	1,160												
CON	LOCAL	290												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,500	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 74813**

**Ambler Pedestrian Sidewalk Improvements**

**AQ Code** A2

**LIMITS** Orange Avenue/Highland Avenue/Southern Park Avenue

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Ambler Borough

**PROJECT MANAGER:** EE/DVRPC/LS

*Est Let Date: 1/15/2014*

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally. SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF			354									
CON	LOCAL			99									
		0	0	453	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>453</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 74815**

**Upper Gwynedd Streetscape Improvements**

**AQ Code** X12

**LIMITS** At West Point Avenue and Garfield Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Gwynedd Township

Adding Subcorr(s): 8F, 14C

**PROJECT MANAGER:** DAVIES/LEF

*Est Let Date: 3/7/2013*

Streetscape improvement at West Point and Garfield Avenues, including curb and sidewalk reconstruction and improved lighting in the four block section surrounding the intersection of West Point and Garfield Avenue.

Any additional funds required to complete the project will be provided locally. SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	DEMO			300									
		0	0	300	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>300</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Montgomery

**MPMS# 74817** *PA 263, York Road Hatboro Revitalization*

**AQ Code** A2 **LIMITS** Horsham Road to Summit Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:**

Adding Subcorr(s): 12A, 14F

**PROJECT MANAGER:** EE/DVRPC/LS

*Est Let Date: 6/16/2014*

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time and programmed in MPMS #72994 for this project.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been programmed for this project in MPMS #74817.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF			800									
CON	581			200									
		0	0	1,000	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,000</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 74937** *Whitemarsh Township Street Improvements*

**AQ Code** S6 **LIMITS** Germantown Pike, Church Road to Joshua Road

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Whitemarsh Township

Adding Subcorr(s): 1A, 2B, 14B, 15B

**PROJECT MANAGER:** EE/DVRPC/JC

*Est Let Date: 7/15/2014*

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF			1,840									
		0	0	1,840	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,840</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 75764** *Salford Station Road Bridges (2) Over Mill Race and Perkiomen Creek*

**AQ Code** S19 **LIMITS** Over Mill Race and Perkiomen Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Lower Frederick Township; Upper Salford Township

**PROJECT MANAGER:** HNTB/NV

*Act/ Let Date: 12/16/2010*

This project entails the replacement of two bridges. Salford Station Road (SR 1024) over a Mill Race and Salford Station Road over the Perkiomen Creek. The bridge over the Mill Race is a concrete encased steel I-beam bridge with concrete parapets. The bridge over the Perkiomen is a through girder.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916	1,061												
ROW	916	106												
UTL	916	212												
CON	916	5,448												
		<b>6,827</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>6,827</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 75765** *(Memorial Park Bridge) PA 611/PA 263 over Pennypack Creek*

**AQ Code** S19 **LIMITS** over Pennypack Creek

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Moreland Township

**PROJECT MANAGER:**

*No Let Date*

This project involved the rehabilitation of a 25 foot extension of a masonry arch culvert and the replacement of a concrete reinforced T-beam culvert carrying PA 611 over Pennypack Creek along a four lane unlimited access roadway in a commercial area located in Upper Moreland Township at the intersection of SR 263 and PA 611. This project was completed in the summer of 2010.

The Township was reimbursed for completing the rehabilitation of this structurally deficient bridge under a Highway Occupancy Permit (HOP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND	450												
		<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>450</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 77461** **Broad Street Corridor Streetscape (HTSSRS) SR:2004**

**AQ Code** X12 **LIMITS** PA 63/Welsh Road to North of West 9th Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Lansdale Borough

Adding Subcorr(s): 14C, 14D **PROJECT MANAGER:** AECOM/JD

*Act/ Let Date: 10/7/2010*

The Borough of Lansdale will undertake streetscape improvements along Broad Street.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	420												
		420	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>420</b>			<b>Total FY2015-2018</b>				<b>0</b>		<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 77462** **Collegeville Main Street Revitalization - Phase 3 (HTSSRS)**

**AQ Code** X12 **LIMITS** 1st Avenue to 4th Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Collegeville Borough

Adding Subcorr(s): 9A **PROJECT MANAGER:** CONSTR.

*No Let Date*

Enhance the pedestrian experience on Main Street by completing curb, sidewalk, landscape, and lighting improvements between 1st Ave and 4th Ave.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$522,950 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>0</b>			<b>Total FY2015-2018</b>				<b>0</b>		<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 77804** *Huntingdon Pike Traffic Signal Upgrade SR:0232*

**AQ Code** 2013M **LIMITS** Philadelphia to the Lower Moreland border

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Abington Township

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

*Act/ Let Date: 11/12/2009*

5G, 12A

Upgrade traffic signals along 2.3 miles along Huntingdon Pike from Lower Rockledge to Lower Moreland. The Borough of Rockledge and the City of Philadelphia have partnered to coordinate the lights along the Huntingdon Pike/Rahwn Street corridor. Upgrades will include new poles, signals, underground wiring and battery back-up systems. The central monitoring station will be located in Abington Township which already operates three other closed loop systems. Additional equipment at the Township building and training are not required. The system will operate on pre-programmed timings that vary by time of day. Remote access will be provided via a phone drop. Huntingdon Pike is not part of the regional ITS plan.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$600,000 DEMO applied to this project. Also see MPMS #77805 and 74812. \$544,000 DEMO applied to this project.

Also see MPMS #77805 and 74812. Any additional funds required to complete the project will be provided locally.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF*	163											
CON	STU	80											
CON	581	20											
		263	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			263	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

**MPMS# 78742** *Lafayette Avenue Bridge Over Wissahickon Creek*

**AQ Code** S19 **LIMITS** Over Wissahickon Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity **MUNICIPALITIES:**

Adding **PROJECT MANAGER:** DELETE

*No Let Date*

1A, 14B

Bridge Replacement

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BND			153									
FD	BND			159									
CON	916					1,672							
		0	0	312	0	0	1,672	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			312	<b>Total FY2015-2018</b>			1,672	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 79863**

**Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)**

**AQ Code** 2020M

**LIMITS** Ford Street to Conshohocken Road

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Norristown Borough; Plymouth Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/JB

*Est Let Date: 11/7/2013*

1A, 8E, 9B

This project (Section MGP) will extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange. This new section between Ford Street and Conshohocken Road will be constructed and will provide turn lanes onto Conshohocken Road.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	4,384											
CON	LOCAL	1,096											
CON	STU		4,384										
CON	LOCAL		1,096										
		<b>5,480</b>	<b>5,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>10,960</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 79864

**Lafayette Street, Barbados Street to Ford Street Widening (MGN)**

AQ Code 2020M

**LIMITS** Barbados Street to Ford Street

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Norristown Borough

Adding Subcorr(s):

**PROJECT MANAGER:** EE/JB

1A, 8E, 9B

Est Let Date: 1/12/2015

This project (Section MGN) will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STU					6,782									
CON	LOCAL					1,696									
CON	STU						6,782								
CON	LOCAL						1,696								
		0	0	0	0	8,478	8,478	0	0	0	0	0	0		
		<b>Total FY2011-2014</b>				0	<b>Total FY2015-2018</b>				16,956	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 80021** *US 202, Markley Street Improvements (Section 510)*

**AQ Code** 2020M **LIMITS** Main Street to Harding Boulevard

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Norristown Borough

Adding Subcorr(s): **PROJECT MANAGER:** EE/JB

LRPID:21

Est Let Date: 1/15/2015

1A, 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and rehabilitation of the box beam structure carrying the southbound lanes over Stony Creek. Also included in this section will be rehabilitation of the Main Street arch bridge over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction is anticipated. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU					4,478							
CON	TOLL												
CON	STU						13,433						
CON	TOLL												
		0	0	0	0	4,478	13,433	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>0</b>				<b>Total FY2015-2018</b>		<b>17,911</b>		<b>Total FY2019-2022</b>		<b>0</b>	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 80022** **US 202, Markley Street Improvements (Section 520)**

**AQ Code** 2020M **LIMITS** Harding Boulevard to Johnson Highway

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Norristown Borough; East Norriton Township

Adding Subcorr(s):

**PROJECT MANAGER:** EE/JB

LRPID:21

Est Let Date: 11/29/2012

1A, 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Harding Blvd to Johnson Highway. Improvements include the reconstruction of the two-lane cross-section between as a three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

The improvements along Johnson Highway will primarily involve pavement marking and signing, and will include some widening at the intersection with Markley Street and radius improvements at local roadways. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80022 (Section 510) and 80021 (Section 520), companion project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				5,402								
CON	581				1,351								
CON	STU					5,402							
CON	581					1,351							
		0	0	0	6,753	6,753	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			6,753	<b>Total FY2015-2018</b>			6,753	<b>Total FY2019-2022</b>			0

**MPMS# 80052** **Fetters Mill Bridge Over Pennypack Circle**

**AQ Code** S19 **LIMITS** Over Pennypack Circle

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity

**MUNICIPALITIES:** Lower Moreland Township; Bryn Athyn Borough

Adding

**PROJECT MANAGER:** TSS/GANNETT

Est Let Date: 12/4/2014

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU			270									
PE	LOCAL			68									
FD	BOO				337								
FD	183				64								
FD	LOCAL				21								
ROW	BOO					96							
ROW	185					18							
ROW	LOCAL					6							
CON	BOO					1,910							
CON	185					358							
CON	LOCAL					119							
		0	0	338	422	2,507	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			760	<b>Total FY2015-2018</b>			2,507	<b>Total FY2019-2022</b>			0



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 80053** *Knight Road Bridge Over Green Lane Reservoir*

**AQ Code S19** **LIMITS** Over Green Lane Reservoir

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Upper Hanover Township

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 10/2/2014*

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. The bicycle and pedestrian checklists will be incorporated into the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	315											
FD	183	59											
FD	LOCAL	20											
ROW	BOO					96							
ROW	183					18							
ROW	LOCAL					6							
UTL	BOO				42								
UTL	183				8								
UTL	LOCAL				2								
CON	BOO					1,719							
CON	183					322							
CON	LOCAL					107							
		<b>394</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>2,268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>446</b>	<b>Total FY2015-2018</b>			<b>2,268</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 80479** *I-476, Mid County Expressway Roadway Reconstruction*

**AQ Code** S10 **LIMITS** I-76/Schuylkill Expressway to I-276/Mid County Toll

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** Lower Merion Township; Plymouth Township; West Conshohocken Borough

Adding Subcorr(s): 2B, 3C

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 7/30/2009*

This project involves the total reconstruction project of 3.5 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate seven (8) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Also see MPMS #16737 in the Interstate Management Program. Components of this project have already been advanced under MPMS #'s 77523, 83603, and 83606. Total roadway construction estimate is \$112 million.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	866											
CON	sSTP	1,211											
CON	TOLL												
CON	STP*		12,000										
CON	NHS		700										
CON	STU		400										
CON	TOLL												
		<b>2,077</b>	<b>13,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>15,177</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 83742** *Keim Street Bridge Over Schuylkill River*  
**AQ Code S19** **LIMITS** Over Schuylkill River  
**IMPROVEMENT:** Bridge Repair/Replacement  
**MUNICIPALITIES:**

Not SOV Capacity  
 Adding

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 4/5/2018*

Existing structure is 8 span, 749' steel Pony Truss over Schuylkill River. Posted for 22 tons, carries two 10' lanes and one 5' sidewalk. Proposed structure to meet current design standards is two 12'lanes, two 6' shoulders, one 5-6' sidewalk

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	605											
FD	BOO					813							
FD	183					153							
FD	LOCAL					51							
UTL	BOO					48							
UTL	183					10							
UTL	LOCAL					2							
CON	BOO								5,219				
CON	183								979				
CON	LOCAL								326				
		605	0	0	0	1,077	0	0	6,524	0	0	0	0
<b>Total FY2011-2014</b>		<b>605</b>			<b>Total FY2015-2018</b>			<b>7,601</b>	<b>Total FY2019-2022</b>			<b>0</b>	

**MPMS# 84868** *US 202-650 TSM Improvements*  
**AQ Code R1** **LIMITS**  
**IMPROVEMENT:** Intersection/Interchange Improvements  
**MUNICIPALITIES:** Lower Gwynedd Township  
**PROJECT MANAGER:** CONSTR

*No Let Date*

Project includes US 202-650 off-line improvements and relocation of Meeting House Road in Lower Gwynedd Township. Meeting House Road relocation includes the construction of the new Meeting House Road alignment and new connection to Dekalb Pike approximately 650 feet north of its current location. This relocation will assist in addressing traffic congestion of Section 650, due to the delay of Section 65S. Other intersection improvements include sight distance improvements at Plymouth Road and Grasshopper Lane, and Evans Road and Gypsy Hill Road; left turn lanes, new signal, curb and radius improvements on SR 2016 and Sumneytown Pike; addition of shoulder, curb, and radius improvements on SR 2016 and Tanglewood Drive, and addition of right turn lane on Evans Road and Welsh Road.

These improvements are recommendations from the US 202, Section 600 Traffic Management Plan (TMP), and will be implemented during the construction of US 202, Section 650. See MPMS#s: 63491(65S) and 63492 (65N).

Design work for this project is funded under MPMS# 16755 - US 202, Section 650.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ		200										
		0	200	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>200</b>			<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>	

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 86336** **Congo Road Bridge Replacement**  
**AQ Code** **LIMITS** Congo Road over Middle Creek  
**IMPROVEMENT:** Bridge Repair/Replacement  
**MUNICIPALITIES:** Douglass Township

Not SOV Capacity Adding

**PROJECT MANAGER:**

*Est Let Date: 2/15/2017*

This project includes the replacement of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	BOO	220												
PE	185	55												
		275	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			275	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 86361** **Rockledge Streetscape Improvements, Rockledge - Phase III SR:0232**

**AQ Code** X12 **LIMITS** At Shady Lane/Penn  
**IMPROVEMENT:** Streetscape  
**MUNICIPALITIES:** Rockledge Borough

Not SOV Capacity Adding

**PROJECT MANAGER:** AECOM/JD

*No Let Date*

This project will improve the intersections of Shady Lane, North and South Penn Avenue, Elm Avenue, and Central Avenue along S.R. 0232 (Huntingdon Pike) in Rockledge Borough, Montgomery County.

The intersection improvements will include improvements to curbs, street furniture, signage, lighting, medians, traffic signalization, and crosswalks along the corridor. The project will also improve existing parking along the corridor. The number of lanes along the roadway will remain the same.

The City of Philadelphia (sponsor of MPMS #77467) has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			0	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 86924** *PA 422, Resurfacing (PM2)*  
**AQ Code S10** **LIMITS** Walnut Street to Pleasant Street  
**IMPROVEMENT:** Roadway Rehabilitation  
**MUNICIPALITIES:** Various

Not SOV Capacity Adding

**PROJECT MANAGER:** TSS/HPF

*Est Let Date: 10/15/2015*

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU	663											
CON	STP				5,065								
CON	STP					15,194							
CON	TOLL												
		663	0	0	5,065	15,194	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>5,728</b>	<b>Total FY2015-2018</b>			<b>15,194</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 87095** *Cheltenham Township Improvements (PCTI) - Round 1*

**AQ Code A2** **LIMITS**  
**IMPROVEMENT:** Bicycle/Pedestrian Improvement  
**MUNICIPALITIES:** Cheltenham Township  
**PROJECT MANAGER:** EE/DVRPC/JC

*Actl Let Date: 2/17/2011*

Glenside Commercial District, Phase III - This project includes streetscape and traffic calming improvements to provide intermodal connectivity on Easton Road in downtown Glenside between Springhouse Lane and Church Road. These improvements will include depressed curbs, ramps, sidewalks, granite curbs, pedestrian-oriented, street lighting, and new pedestrian signalized crosswalks at intersections of Springhouse Lane, Royal and Forsythe Avenues and Church Roads. Three ADA compliant bus shelters will also be installed.

When this project is fully completed, the project will provide over 2 miles of pedestrian connections between the SEPTA Glenside Train Station, to and from the surrounding residential neighborhood.

The planned streetscape and infrastructure enhancements places a strong emphasis on creating a pedestrian-friendly environment that is safe, walkable, and is barrier free to allow persons with disabilities, easy access to and from the public transit stops and bus shelters along the commercial businesses in Glenside.

This project was awarded \$1,400,000 in Pennsylvania Community Transportation Initiative (PCTI) funding in May of 2009.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TOLL	155											
CON	STP												
CON	STU		25										
CON	TOLL												
		155	25	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>180</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 87097

**Pottstown Borough Improvements (SRTS) - Round 1**

AQ Code A2

**LIMITS** Vicinity of Pottstown's 5 elementary schools

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Pottstown Borough

**PROJECT MANAGER:**

*No Let Date*

This project will include sidewalk rehabilitation, updated and new signage, and pavement markings.

The proposed improvements at each of the Borough's elementary schools aim to create a safe environment for children to walk and bike to school. The addition of crosswalks with diagonal markings will create more of an awareness for drivers and also provide the children with an identified area for safe crossings. The addition of stop bars to intersections will alert the drivers approaching intersection where they should be stopping thus creating a safer environment to cross. Improvements to the sidewalks on school property will eliminate any hazards that would hinder students walking to and from school. Upgrading all the signage along key walking/biking paths students take will rectify a very hazardous situation for students walking to and from school.

This project was awarded \$224,649 in Safe Routes to School (SRTS) funding in May of 2009.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SRTS	224												
		224	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			224	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 87099

**Upper Gwynedd Township Improvements (SRTS) - Round 1**

AQ Code A2

**LIMITS** Vicinity of St. Rose of Lima and

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Upper Gwynedd Township

**PROJECT MANAGER:**

*Est Let Date: 4/24/2014*

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swartley, Summit, Pennsylvania, Fairfield, Highland and Main Streets.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; Installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in Safe Routes to School (SRTS) funding in May of 2009.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SRTS		1,101											
		0	1,101	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,101	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Montgomery

**MPMS# 87392** *Lafayette Street Extension (MGL)*  
**AQ Code** 2020M **LIMITS** Norristown Borough Line to I-276  
**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
 Adding Subcorr(s):  
 1A, 8E, 9B

**MUNICIPALITIES:**  
**PROJECT MANAGER:**

LRPID:55

Est Let Date: 1/2/2014

The project will improve the following roads around the new Lafayette Street/I-276 turnpike EZ Pass-only interchange (see MPMS# 57858)  
 Ridge Pike, Conshohocken road, Diamond Avenue, New Connector Road; replace NS rail bridge.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				2,782								
CON	LOCAL				696								
CON	STU					8,347							
CON	LOCAL					2,087							
		0	0	0	3,478	10,434	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>3,478</b>	<b>Total FY2015-2018</b>			<b>10,434</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 87522** *I-76 Mudslide Improvements*  
**AQ Code** X1 **LIMITS** Conshohocken curve from MP 334 to MP 335

Not SOV Capacity  
 Adding

**IMPROVEMENT:** Other

**MUNICIPALITIES:** Lower Merion Township; Conshohocken Borough

**PROJECT MANAGER:** DAVIES/LEF

Est Let Date: 7/26/2012

Due to the mudslides and flooding that occurred as a result of a storm on August 2, 2009 on the I-76/Schuylkill Expressway, a hydraulic study was initiated to look at mitigative measures that could be taken to help prevent the reoccurrence of flooding and mudslides. The study, completed in 2010, recommended various major and interim improvements that are needed in the area to prevent another slope failure. These improvements include:

- Cleaning and re-establishing the existing cutoff ditch and headwall system along the western shoulder barrier of I-76.
- Slope stabilization within the right of way on the west side of I-76.
- Stabilization and armoring of the existing natural drainage channels in up-slope wooded areas, west of I-76. Methods used for stabilization and armoring may include riprap stabilization, slope protection with geonet, gabion and/or geogrid geotextile products.
- Modifying existing storm drainage by re-configuring existing pipes to provide better flow characteristics
- Providing an additional cross-pipe to improve the drainage conditions at the true sag location in addition to upgrading existing cross-pipes, adding five new inlets and changing the profiles at these locations.
- Installation of a detention basin to mitigate the existing offsite flow impacting the highway.

These improvements will require I-76 to have one or more lanes to be closed during construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STP	60											
ROW	581	15											
CON	STP	800											
CON	581	200											
CON	STU				388								
		1,075	0	388	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>1,463</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Montgomery

MPMS# 87938

**Bethlehem Pike Roadway Streetscape Improvements (TCSP)**

AQ Code R4

**LIMITS** Whitmarsh Township to Philadelphia County Line

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** Springfield Township

**PROJECT MANAGER:**

*No Let Date*

This project will implement a new roadway realignment plan along the length of Bethlehem Pike (SR 2018) in Springfield Township. The proposed configuration will eliminate the current four-lane travel alignment in favor of a new "road diet" plan providing two travel lanes, a center left-turn lane, a single lane of on-street parking, and share the road markings for bicyclists. The total cost for this work is estimated to be \$570,000, \$95,000 of which will be provided by the Township for engineering and design work.

\$444,600 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TCS	448												
CON	TOLL													
		448	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			448	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 89379

**Anderson Avenue Bridge/Underpass/Streetscape - Phase 2**

AQ Code A2

**LIMITS** Ardmore Business District

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Lower Merion Township

**PROJECT MANAGER:**

*Actl Let Date: 8/5/2010*

The Anderson Avenue underpass is the only pedestrian and auto passageway linking the Ardmore R-5 Amtrak/Septa station and tracks that bisect the business district. The underpass is in serious disrepair deterring pedestrians from walking from the station and Suburban Square shopping center to the Ardmore business district. The improvements will create a safer pedestrian and auto environment.

This project is a breakout of MPMS# 72974 and only includes the batment of existing lead paint, repainting bridge and cleaning/crack repair of existng abutments. Project also includes furnishing and painting of Amtrak installed drip pans, gutter and downspout. Includes coordination between Lower Merion Township, AQUA Pennsylvania and Amtrak.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	8												
CON	STE		30											
		8	30	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			38	Total FY2015-2018				0	Total FY2019-2022			0



## Pennsylvania - Highway Program

### Montgomery

**MPMS# 89715** **US 422, Sanatoga Interchange Ramp Improvements**

**AQ Code** R3 **LIMITS** US 422 at Evergreen Road

**IMPROVEMENT:** Intersection/Interchange Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Limerick Township

**PROJECT MANAGER:** EE/MDH

*No Let Date*

This project includes improvements to the existing ramps of the Sanatoga Interchange, which lies at the intersection of US 422 and Evergreen Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	LOCAL	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			400	Total FY2015-2018				0	Total FY2019-2022			0

**MPMS# 90006** **Trooper Road Closed Loop (TCSP)**

**AQ Code** 2013M **LIMITS** Germantown Pike to US 422

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity Adding Subcorr(s):

**MUNICIPALITIES:**

9B

**PROJECT MANAGER:**

*Est Let Date: 7/26/2012*

This project involves the upgrade and inclusion of seven intersections along Trooper Road, between Germantown Pike and US 422 into an existing closed loop signal system. These intersections include: Trooper and Norrington, Trooper and Main, Trooper and Egypt, Trooper and Boulevard, Trooper and Norris Hall, Trooper and Van Buren, Trooper and Germantown, and Trooper and Audubon. Cameras will also be installed on the following roads: Four on Trooper Road and one camera on Main St., Audubon, Van Buren, Boulevard, and Egypt.

Lower Providence Township operates and monitors a closed loop signal system along Ridge Pike from its master controller location in Lower Providence Township's Police Department. The new project would be coordinated with the Ridge Pike system in which the cameras are owned and operated by the municipalities, alleviating any burden to PennDOT and with all data shared with the department.

\$222,300 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

The engineering and design phase for this project will be locally funded by both Lower Providence and West Norriton Townships.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TCS	222												
CON	TOLL													
		222	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			222	Total FY2015-2018				0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Montgomery

MPMS# 92409

**Bala Avenue Streetscape & Safety Improvement (PCTI) - Round 2**

AQ Code A2

**LIMITS** Bala Avenue between City and Montgomery Avenues

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Lower Merion Township

**PROJECT MANAGER:**

No Let Date

Installation of Pedestrian scale lighting and new crosswalks with bump outs and sidewalk treatments

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STP	301													
		301	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			301	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 92410

**Hatfield Accessibility & Business Stimulus Plan (PCTI) - Round 2**

AQ Code X9

**LIMITS** Hatfield Township and Hatfield Borough

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Hatfield Borough; Hatfield Township

**PROJECT MANAGER:**

No Let Date

Accessibility and streetscape improvements designed to stimulate additional business activity and redevelopment. North Broad Street Commercial Area and the Hatfield Borough Business District  
Total cost for this project is \$30,000. Hatfield Borough and Hatfield Township is paying \$3,000 and \$27,000 will be funded by the PCTI program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PRA	STP	27													
		27	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			27	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 92807

**Skippack Pike Bridge Replacement**

AQ Code

**LIMITS** Skippack Pike over the Skippack Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Skippack Township

**PROJECT MANAGER:**

Est Let Date: 10/16/2017

This project includes the replacement of the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	BOO	264													
PE	185	66													
		330	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			330	Total FY2015-2018				0	Total FY2019-2022				0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 92972

**Hatfield Township (ARLE 1)**

AQ Code

**LIMITS** Cowpath Road (SR 0463) from Moyer Road to Line Lexington Road

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Hatfield Township

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide a separate left-turn lane along Cowpath Road (S.R. 0463) at the intersection of Line Lexington Road and widening to provide a three-lane cross-section between Moyer Road. This will require minor widening along north side of Cowpath Road (S. R. 0463) for approximately 1,000 feet. The project will also provide for the installation of a right turn lane on Moyer Road at Cowpath Road (S. R. 0463), which will require minor widening for approximately 270 feet along Moyer Road. In addition, the installation of a traffic control signal is warranted at the intersection of Cowpath Road (S.R. 0463)/Line Lexington Road that will then be coordinated with the adjacent signal at Cowpath Road (S.R. 0463)/Moyer Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	783												
		783	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			783	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 92973

**Norristown Traffic Control (ARLE 1)**

AQ Code

**LIMITS** Intersection of Airy and Noble Streets

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Norristown Borough

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

The new traffic signal program for the intersection of West Airy Street and Noble Street will consist of the design and construction of three new traffic signal poles and arms mounted on new concrete bases. The traffic signals will be wired and timed to be compatible with other signals located on Airy Street. The project will include the construction of concrete handicapped accessible ramps at the designated intersection quadrants.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	200												
		200	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			200	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 92974

**Plymouth Germantown Signals (ARLE 1)**

**AQ Code** **LIMITS** Intersection of Old Arch Road/Germantown Pike to the Intersection of Jolly Road/Germantown Pike  
**IMPROVEMENT:** Signal/ITS Improvements  
**MUNICIPALITIES:** Plymouth Township  
**PROJECT MANAGER:** No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

The Germantown Pike Signal Interconnect project consists of installing fiber-optic cable along a 1.2 mile segment of Germantown Pike that will link four(4) traffic signals to the Township's traffic control center and with each other. Upon project completion, all intersections along Germantown Pike located within the township will be "inter-connected" through a closed loop fiber optic system and can be coordinated, synchronized, managed and programmed remotely from the Township Building.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	230												
		230	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			230	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

MPMS# 92975

**Upper Dublin Signal Improvement (ARLE 1)**

**AQ Code** **LIMITS** Susquehanna Road (SR 2017) from Limekiln Pike (SR 0152) to Virginia Drive  
**IMPROVEMENT:** Signal/ITS Improvements  
**MUNICIPALITIES:** Upper Dublin Township  
**PROJECT MANAGER:** No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide for the installation of an adaptive traffic signal system at four (4) existing traffic signals along Susquehanna Road (SR 2017) and Limekiln Pike (SR 0152).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	250												
		250	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			250	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Montgomery

MPMS# 92976

**Upper Merion 202 Signal Timing (ARLE 1)**

AQ Code

**LIMITS** Intersection of Long Road/Dekalb Pike

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Upper Merion Township

**PROJECT MANAGER:**

*No Let Date*

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will implement adaptive signal timing at 8 signalized PA intersections on a 1.8 mile section of Dekalb Pike (SR 202) between Long Road and Jughandle Road to improve mobility and safety along the Dekalb Pike/SR 202 corridor. In addition to the adaptive traffic control system, the Township seeks to install striping and signage at two intersections to improve traffic safety.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	302												
		302	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			302	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93576

**Pottstown Bus Shelter Flex**

AQ Code M7

**LIMITS**

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Pottstown Borough

**PROJECT MANAGER:**

*No Let Date*

The Borough of Pottstown/Pottstown Area Rapid Transit, (BOP/PART) proposes to upgrade (6) bus shelters, installed in 2008, along the downtown route stops within the Borough, by installing photovoltaic solar panels for safety and security purposes. Additionally, BOP/PART plans to purchase and install (7) new bus shelters to replace the existing (7) bus shelters, installed in 1989, that have met their useful life, at different locations along the system bus routes.

Currently all bus shelters do not have any lighting component available to provide safe shelter to passengers. In BOP/PART's efforts to implement sustainable transit enhancements, they plan to increase bus rider safety, increase ridership on night line routes, with no utility expense through this environmentally responsible upgrade. The bus shelters to be replaced on the system routes have been maintained and refurbished for at least 22 years, and are no longer in a state of good repair.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CAP	FLEX		100											
		0	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			100	Total FY2015-2018				0	Total FY2019-2022			0

Total For	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
Montgomery	\$117,835	\$64,772	\$30,188	\$37,229	\$250,024	\$376,009	\$164,939

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17132  
AQ Code S19

**Dunks Ferry Bridge**

LIMITS OVER POQUESSING CREEK - MECHANICSVLLE RD-CITY LN

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Bensalem Township

PROJECT MANAGER:

No Let Date

This project will reconstruct (replacement) the Dunks Ferry Bridge over Poquessing Creek in the City of Philadelphia and Bensalem Township (Bucks).

**TIP Program Years (\$ 000)**

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
FD	BOO		140													
		0	140	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2011-2014</b>		140			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0	

MPMS# 17202  
AQ Code

**DIAMND ST BR 97 (F)**

LIMITS OVER AMTRAK : CITY OF PHILADELPHIA :

IMPROVEMENT:

MUNICIPALITIES:

PROJECT MANAGER: FINAL

Actl Let Date: 1/21/1993

IN CITY OF PHILADELPHIA DIAMOND ST BR97/AMTRAK BRIDGE REPLACEMENT BRIDGE BILL I/M  
AREA

**TIP Program Years (\$ 000)**

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
CON	BOO	90														
CON	183	17														
CON	LOCAL	6														
		113	0	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2011-2014</b>		113			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 17350** *Henry Avenue Bridge Over Wissahickon Creek SR:4001*

**AQ Code** S19 **LIMITS** Over Wissahickon Creek

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5G, 15A **PROJECT MANAGER:** DMJM/CC

*Act/ Let Date: 12/18/2008*

The project will provide for the rehabilitation of the National Register listed Wissahickon Memorial bridge. The structure is a stone faced reinforced concrete arch with a concrete encased steel stringer, floorbeam and spandrel truss structural framing system. The structure was built in the early 1930's and carries four lanes of traffic (two in each direction) as well as two sidewalks. The bridge crosses the Wissahickon Creek and Lincoln Drive. The proposed rehabilitation will consist of removing the top quarter-inch of concrete wearing surface in preparation for a one and one-quarter inch LMC overlay; replacing deteriorated concrete in the gutter area replaced; eliminating water from entering into the trolley tubes by replacing current deck joints with strip seal expansion joint retainers; repairing the spalls on the underside of the concrete deck and on the concrete encased stringers and floor beams; cleaning the exposed bottom flanges of all stringers and floor beams and painting them using an organic, zinc rich coating system; removing the concrete sidewalk slab and replacing them with new concrete sidewalks; cleaning and replacing parts of the existing, failed drainage system; replacing the existing manhole frames and covers using water tight covers; removing, cleaning, storing, resizing, and resetting the granite curb; repairing concrete surfaces on the superstructure and substructure; repairs will include the removal of rock climbing gear anchored to Piers 3-6 and the adjoining spandrel walls and arches; relocating utilities from within the sidewalks to a point beneath the sidewalk and inside the exterior spandrel walls; replacing the existing highway lighting with standard poles and luminaries. The existing highway lighting connections will be used. Existing utility boxes will be raised to meet the proposed grade.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO*	834												
CON	185	209												
		<b>1,043</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,043</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 17456** *LINDN AV.BR/RR\*B2(F)*

**AQ Code** **LIMITS** OVER AMTRAK : CITY OF PHILADELPHIA : WEST OF STATE RD :

**IMPROVEMENT:**

**MUNICIPALITIES:**

**PROJECT MANAGER:** FINAL

*Act/ Let Date: 12/1/1994*

LINDEN AV. BR OVER AMTRAK, WST OF STA RD  
CITY OF PHILA.  
BRIDGE REPLACEMENT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO	238												
FD	183	45												
FD	LOCAL	15												
CON	BOO	43												
CON	183	8												
CON	LOCAL	3												
		<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>352</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 17460**      **40th Street Bridge Over Amtrak/SEPTA SR:7301**

**AQ Code** S19

**LIMITS** Over Amtrak/SEPTA

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** West Philadelphia

Adding Subcorr(s): 7A

**PROJECT MANAGER:** TSS/GANNETT

*Act/ Let Date: 9/23/2010*

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	BOO	1,124												
UTL	185	210												
UTL	LOCAL	69												
UTL	BOO		1,016											
UTL	183		191											
UTL	LOCAL		64											
CON	BOO		349											
CON	185		66											
CON	LOCAL		22											
		<b>1,403</b>	<b>1,708</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>3,111</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

**MPMS# 17461**      **42nd Street (Bridge)**

**AQ Code** X

**LIMITS** Over Amtrak/SEPTA, South of Poplar

**IMPROVEMENT:**

**MUNICIPALITIES:** West Philadelphia

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 6/21/2005*

The existing bridge is currently load restricted. The project involves bridge deck replacement, repainting, visual mitigation, and guiderail improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO	197												
FD	183	37												
FD	LOCAL	12												
CON	BOO	125												
CON	183	23												
CON	LOCAL	8												
		<b>402</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>402</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17493

**GOWEN AVENUE SR:0000**

AQ Code X

LIMITS OVER SEPTA CHESTNUT HILL EAST LINE

IMPROVEMENT:

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Actl Let Date: 12/21/1999

The existing two lane bridge with 5' sidewalks on both sides will be replaced in kind. It currently has a 3-ton weight restriction. The project also includes visual mitigation.

FY11 Funds are for Accrued Unbilled Costs only. Project is complete.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO	186												
FD	183	35												
FD	LOCAL	12												
		233	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>233</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

MPMS# 17622

**Adams Avenue Bridge Over Tacony Creek SR:1002**

AQ Code S19

LIMITS Over Tacony Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Near Northeast Philadelphia; Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: EE/JMD

Est Let Date: 2/16/2015

Adding Subcorr(s): 5G

This project involves the replacement of the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	BOO	477												
FD	916				580									
ROW	916				290									
UTL	916				290									
CON	BOO				2,898									
		477	0	0	4,058	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>4,535</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 17655** *Center City Traffic Systems (South) - Phase II SR:0291*

**AQ Code** 2013M **LIMITS** South Street to Spring Garden Street

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Center City Philadelphia

**PROJECT MANAGER:** CONSTR

*No Let Date*

This project provides for the modernization of traffic signal equipment at 72 intersections in the southeast quadrant of Center City Philadelphia bounded by Market Street to the north, Broad Street to the west, South Street to the south and Front Street to the east. The project includes new signal equipment, installation of fiber optic communication cable, roadway resurfacing, crosswalks and placement of pavement markings, new hand/man signals and signs, pedestrian timings, and 10 incident management cameras. The system will operate jointly with Phase I in the city's southwest quadrant (see MPMS #17579), will be monitored by the City's Traffic Engineering Division, and will allow remote access by PennDOT.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU		3										
CON	CMAQ		732										
		0	735	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				735		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

**MPMS# 17657** *Market Street Signal and Pedestrian Improvements SR:3010*

**AQ Code** R2 **LIMITS** 46th Street to 63rd Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** West Philadelphia

Not SOV Capacity Adding

Adding Subcorr(s): 10A

**PROJECT MANAGER:** TWB/VLF

*Act/ Let Date: 12/16/2010*

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	5,356											
CON	LOCAL	1,339											
CON	CMAQ		5,356										
CON	LOCAL		1,339										
		6,695	6,695	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				13,390		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17659

**Harbison Avenue/Aramingo Avenue Safety Improvements (C048) SR:2009**

AQ Code 2013m

**LIMITS** I-95 to Roosevelt Boulevard

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Near Northeast Philadelphia; Philadelphia City; Kensington

Adding Subcorr(s):

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 4/29/2010

4B, 5G

Corridor Safety Improvement Project of approximate construction length of 9.1 kilometers (5.6 miles). Limits of work on Aramingo Avenue extend from York Street (at Seg./Off. 0010/2359) to Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) and on Harbison Avenue extend from Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) to Roosevelt boulevard 9 Seg./Off. 0120/3315 and 0121/3311). Aramingo Avenue/Harbison Avenue traverses residential and commercial areas with 35 signalized intersections in the City of Philadelphia.

Proposed construction on Aramingo Avenue includes: Computerized traffic signal system at twenty (20) intersections including; solid state controllers, interconnect, overhead signal displays, re-striping; relocation of signal displays; actuation of selected side streets will be accomplished via video cameras; minor signal phasing modification; and addition of left turn lanes at selected intersections. Designated bicycle lanes will be provided; pedestrian accommodations will include hand/man signals and pedestrian timing.

Proposed construction on Harbison Avenue includes: computerized traffic signal system at fifteen (15) intersections including; solid state controllers, interconnect, overhead signal displays and actuation of selected side streets will be accomplished via video cameras; construction of left turn lanes; upgrading of signal faces, and minor median modifications. Pedestrian accommodations will include hand/man signals and pedestrian timing.

Presently, the entire project is intended to be milled and overlaid. Additionally, the signal system will not be tied into a central monitoring location and remote access will not be provided. Finally, coordination will be required with the Lehigh Avenue (SR 2014) signal improvement project.

The existing lane and shoulder configurations will remain when completed.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	4,000											
CON	CMAQ		2,037										
CON	581		92										
		<b>4,000</b>	<b>2,129</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>6,129</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 17697**

**Island Avenue Signal Upgrade SR:3013**

**AQ Code** 2020M

**LIMITS** Woodland Avenue to Bartram Avenue

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 1/15/2015*

4C, 6B

Upgrade the signal controls at six intersections, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections.

This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	106											
FD	LOCAL	21											
CON	CAQ				5,750								
CON	LOCAL				1,437								
		127	0	0	7,187	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>7,314</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 17725**

**MORRIS STREET**

**AQ Code** X

**LIMITS** OVER SEPTA CHESTNUT HILL EAST LINE

**IMPROVEMENT:**

**MUNICIPALITIES:** Germantown-Chestnut Hill

**PROJECT MANAGER:** CONSTR/DR

*Actl Let Date: 2/16/2000*

The existing bridge (built in 1907) has two lanes, 5' sidewalks on both sides, and stairways to SEPTA. It will be replaced in kind.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	97											
FD	183	18											
FD	LOCAL	6											
		121	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>121</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

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

**AQ Code** 2030M **LIMITS** Betsy Ross Bridge to Torresdale Ave.

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Near Northeast Philadelphia

Adding Subcorr(s): **PROJECT MANAGER:** AECOM/MG

LRPID:68

No Let Date

4B

This project provides for the extension, reconstruction, and realignment of Adams Avenue from Torresdale Avenue to Aramingo Avenue. Adams Avenue will be extended from the current terminus of Ashland Street to intersect directly with Aramingo Avenue on the east side of Frankford Creek, in addition to providing direct connections to the reconfigured Betsy Ross/I-95/Aramingo interchange (see MPMS #79903). Proposed work will include intersection and traffic signal improvements at Torresdale Avenue and Adams Avenue and roadway improvements on Adams Avenue to the terminus at Ashland Street. Significant utility involvement will be addressed, including three 50" water mains that pass under Adams Avenue at the existing AMTRAK Northeast Corridor overpass. Right of Way will be required from several industrial parcels located along Ashland Avenue as well as along Adams Avenue. Once completed in conjunction with the I-95 Betsy Ross Interchange project, Adams Avenue will provide direct access to I-95, the Betsy Ross Bridge and Aramingo Avenue for the Juniata, Feltonville and Frankford sections of the city via Torresdale Avenue and Adams Avenue.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	581		1,500										
FD	581		1,500										
ROW	STP								4,000				
ROW	581								1,000				
UTL	STU								4,000				
UTL	581								1,000				
CON	STP									12,000			
CON	581									3,000			
		0	3,000	0	0	0	0	0	10,000	15,000	0	0	0
		<b>Total FY2011-2014</b>			<b>3,000</b>	<b>Total FY2015-2018</b>			<b>10,000</b>	<b>Total FY2019-2022</b>		<b>15,000</b>	

**MPMS# 17813** *North Broad Street/Avenue of the Arts Study SR:0611*

**AQ Code** A2 **LIMITS** Kennedy Boulevard to Somerset Street

**IMPROVEMENT:** Streetscape

Not SOV Capacity **MUNICIPALITIES:** Philadelphia City

Adding

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 11/2/2004

This project provides for a study and preconstruction to extend the Avenue of the Arts from Kennedy Blvd. to Somerset St., a distance of about 2.5 miles. See MPMS #87937 for construction. The study scope includes new street lights throughout the entire length, updated traffic signals at 22 intersections, streetscape improvements at selected heavy pedestrian locations (subway stops) and new median islands in selected locations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU*	115											
FD	STP	318											
FD	LOCAL	80											
		513	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>513</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17815

**Cottman Ave. (Bridge) SR:0073**

AQ Code S19

LIMITS Over Conrail

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 5G

MUNICIPALITIES: Near Northeast Philadelphia; Philadelphia City

PROJECT MANAGER: CONSTR

No Let Date

The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe corrosion caused from rust and massive section loss.

Built in 1905, the single span, 62'-long, built up deck girder bridge supported on concrete abutments runs over the Conrail line, a former division of the Reading railroad. Originally built to speed existing train movements through the city the railroad connects Philadelphia to Pottsville

Replacement of the existing structure that carries Cottman Avenue (S.R. 73) over a single CSX track in the Northeast Section of Philadelphia. It is anticipated that the superstructure will be replaced under staged construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 4 – 10' travel lanes and 15' sidewalks on both sides. The proposed conditions include 4 – 11' travel lanes and 10' sidewalks on both sides.

Sufficiency Rating: 4.3

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO		200										
		0	200	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		200		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17816

**Chestnut Street Bridges (4) at 30th Street SR:0003**

AQ Code S19

**LIMITS** Over Amtrak/Schuylkill River/I-76/CSX Rail Line/24

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3A, 10A

**PROJECT MANAGER:** AECOM/DD

Est Let Date: 4/3/2014

This project involves rehabilitating the Chestnut Street (PA 3) bridges spanning I-76, Schuylkill River, CSX Railroad, and 24th Street. The purpose of the project is to maintain mobility within the project area. The bridges are structurally deficient. The steel portions have severe rust and advanced section loss. The brick and concrete components have mortar loss and spalling respectively.

The Chestnut Street Bridge over I-76 is composed of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type.

The Chestnut Street Bridge over CSX Railroad was built in 1864 and is a brick arch bridge. The bridge is part of a larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries a 3 lane street with sidewalks on the eastern side of the Schuylkill River.

Portions of the Chestnut Street Bridge over Schuylkill River were built in 1912 and the bridge was replaced in 1958. The bridge is a continuous deck girder.

The Chestnut Street Bridge over 24th Street is a three span brick arch with a main span over 24th Street and smaller arches over existing sidewalks. Sidewalks on the bridge were added at a later date and are supported by steel framing. The Chestnut Street Bridge over Amtrak/I-76/30th Street is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Construction of this component will be included in MPMS #64844.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	4,244											
FD	185	1,061											
ROW	BOO				927								
ROW	185				232								
UTL	BOO			3,823									
UTL	185			956									
CON	916				2,772								
CON	916					10,729							
		<b>5,305</b>	<b>0</b>	<b>4,779</b>	<b>3,931</b>	<b>10,729</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>14,015</b>	<b>Total FY2015-2018</b>			<b>10,729</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17817

**Henry Ave. Bridge over SEPTA SR:4001**

AQ Code S19

**LIMITS** over SEPTA R6 Line

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5G

**PROJECT MANAGER:** DMJM/CC

No Let Date

The project will provide for the rehabilitation of this bridge which crosses an unnamed tributary of the Schuylkill River and active CSX and SEPTA rail lines. The bridge superstructure consists of a concrete encased and continuous steel girder, floorbeam, and stringer structural framing system. The superstructure is supported by reinforced concrete multi-column bent units and solid wall pier and abutment units. The structure was opened to traffic in 1930 and carries four lanes of traffic (two in each direction) as well as two sidewalks. The bridge rehabilitation will include extensive deck repairs with a partial deck overlay, full deck joints and sidewalk repairs, and relocation of the existing highway lighting system to a point outside of the clear zone. The superstructure repair will range from minor concrete encasement spall repairs to in-depth concrete encasement repairs requiring cleaning and coating of exposed and deteriorated structural steel members. The substructure repairs will range from minor spall repairs to major pier concrete reconstruction, which requires extensive cleaning and coating or complete replacement of the deteriorated reinforcing steel. Highway safety upgrades, including guiderail installation and a roadway drainage system, are currently under preliminary design development. The sidewalk replacement work and partial deck replacement will require significant utility protection during construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		284										
PE	185		71										
ROW	BOO		41										
ROW	185		11										
		0	407	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>407</b>		<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			



## Pennsylvania - Highway Program

### Philadelphia

MPMS# 17821

**I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095**

AQ Code 2020M

**LIMITS** Shackamaxon Street to Ann Street

**IMPROVEMENT:** Roadway Rehabilitation

Major SOV Capacity  
Adding Subcorr(s):  
4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** EE/

No Let Date

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*			4,660									
PE	BOO*				4,660								
FD	BOO*		4,660										
FD	185		565										
FD	SPK-FB			7,950									
FD	BOO*				3,290								
		0	5,225	12,610	7,950	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>25,785</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 46956

**North Delaware Avenue Extension SR:0000**

AQ Code 2020M

**LIMITS** Lewis Street to Buckius Street

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** AECOM/PS

LRPID:66

Est Let Date: 1/16/2014

Construct a new roadway and a new bridge across Frankford Creek. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street where it currently ends, further north approximately a mile and 1/2 to Buckius Street. The roadway is planned with wide shoulders for bike use, sidewalks, and will serve as an alternative to the North Delaware Greenway Trail while some portions are under construction. The road will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

Other recreational facilities associated with this project includes a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. See MPMS #'s:

See MPMS#s

MPMS #79830 - Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail

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

TEA-21 Earmark - ID# 1094 - (\$4.3 million) Balance available \$3.952 million - PA ID# 171

SAFETEA-LU Earmark -ID# 3286/PA ID 511 - \$8 million

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU	344											
FD	LOCAL	86											
FD	STU		327										
FD	STP		113										
FD	LOCAL		82										
FD	LOCAL		28										
CON	DEMO	8,100											
CON	LOCAL	1,458											
CON	STU			3,878									
CON	LOCAL			970									
CON	STU				1,956								
CON	LOCAL				699								
		<b>9,988</b>	<b>550</b>	<b>4,848</b>	<b>2,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>18,041</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 46958

**Philadelphia Naval Shipyard Access**

AQ Code S10

LIMITS 26th Street, Penrose Avenue to Broad Street

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4C

PROJECT MANAGER: TSS/SPF

LRPID:67

Est Let Date: 5/15/2015

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. Langely Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers. Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street.

TEA 21 Earmark - ID# 0122 - (\$1,537,648) Balance available: \$1,165,648 - PA ID# 086  
 TEA 21 Earmark - ID# 1723 - \$2,050,199 - PA ID# 086

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	SXF	172													
FD	LOCAL	43													
ROW	SXF			40											
ROW	LOCAL			10											
UTL	SXF		40												
UTL	LOCAL		10												
CON	SXF				2,998										
CON	LOCAL				750										
		215	50	50	3,748	0	0	0	0	0	0	0	0		
		Total FY2011-2014			4,063	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 47783

**I-95, Bleigh Avenue to Academy Road (RS3) SR:0095**

AQ Code S19

LIMITS Bleigh Ave. to Academy Road

IMPROVEMENT:

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

LRPID:08

Actl Let Date: 10/3/2002

Reconstruction of six bridges and 1.2 miles of roadway.  
 Section RS#  
 Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$600 million will provide for the repair, reconstruction and restoration of this major facility built in the 1960's.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
ROW	STU		26												
ROW	185		7												
CON	NHS	647													
CON	581	72													
		719	33	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			752	Total FY2015-2018				0	Total FY2019-2022				0

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 48193**

**Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003**

**AQ Code S19**

**LIMITS** Over SEPTA R8 Rail Line (South of Germantown Avenue)

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5G

**PROJECT MANAGER:** TSS/DMB

*Est Let Date: 6/15/2015*

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work.

The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety.

There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF	679											
FD	185	170											
ROW	BND		628										
UTL	BND		574										
CON	BND				3,246								
		<b>849</b>	<b>1,202</b>	<b>0</b>	<b>3,246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>5,297</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 48195**

**Tyson Avenue Signal Improvement**

**AQ Code 2020M**

**LIMITS** Rising Sun Avenue to Torresdale Avenue

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 1/15/2015*

Signal modernization at 21 intersections, pavement markings, provisions for bicycles, improved pedestrian crosswalks, signal interconnection, minor work on five recently completed intersections, and related work.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CAQ					3,057							
CON	LOCAL					764							
		<b>0</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>3,821</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>109</b>	<b>Total FY2015-2018</b>			<b>3,821</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 50522** *Manayunk Recreational Path/Fairmount Bikeway - Phase 2 (TE)*

**AQ Code** A2 **LIMITS** Ridge Avenue to Main Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): **PROJECT MANAGER:** EE/DVRPC/LS  
3B

*Actl Let Date: 9/9/2010*

Sections 1 and 2 of this project include improvements to the existing paved and unpaved recreation paths of the Fairmont Park Bikeway within the City of Philadelphia. Section 1 includes widening of the existing sidewalk and improvement of the existing paths along Kelly drive from Falls Bridge to Ridge Avenue to Main Street. Section 2 is the improvement, paving, design, and widening of existing paths from Lock Street to Shawmont Avenue along the Manayunk Canal and Schuylkill River, along Nixon Drive from Shawmont Avenue to Port Royal Avenue and on the existing Rail to Trail path from Port Royal Avenue to the Philadelphia County/Montgomery County line, as well as repair of six existing wooden pedestrian bridges.

\$800,000 TE funds were approved during the FY2004 project selection process and were to be programmed at the appropriate time, drawing funds from MPMS #64984. Since the approval of the TIGER projects, \$400,000 of the TE funds will now be applied to MPMS #90144, leaving \$400,000 TE to advance this Manayunk Rec. Path project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		400										
		0	400	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		400		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 56768**      **41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301**

**AQ Code** S19

**LIMITS** Over Amtrak's Harrisburg Line

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 3/12/2015*

Adding Subcorr(s): 7A

This project is the complete reconstruction of a 3 span , concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR . It will also include utility , railroad electrification , approach paving and miscellaneous work . The new bridge is preliminarily believed to be a 2 span steel girder bridge atop new reinforced concrete pier and abutments . The bicycle and pedestrian checklists will be incorporated into the project.

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	1,100											
FD	BOO	424											
FD	183	80											
FD	179	27											
UTL	BOO*	1,200											
UTL	BOO		2,623										
UTL	179		164										
UTL	183		492										
CON	BOO				1,844								
CON	183				346								
CON	BOO					8,061							
CON	183					1,512							
CON	LOCAL					504							
		<b>2,831</b>	<b>3,279</b>	<b>0</b>	<b>2,190</b>	<b>10,077</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>8,300</b>		<b>Total FY2015-2018</b>			<b>10,077</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 57276** *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

**AQ Code** S19

**LIMITS** Over Amtrak at 30th Street

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** TSS/GANNETT

*Est Let Date: 2/15/2016*

Adding Subcorr(s): 15A

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .  
 .  
 The existing bridge was built in 1913 , has a Sufficiency Rating of 31.7 and is posted for a weight limit of 10 Tons .

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO		2,185										
UTL	179		109										
UTL	183		437										
CON	BOO					9,552							
CON	183					1,791							
CON	LOCAL					597							
		0	2,731	0	0	11,940	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			2,731	<b>Total FY2015-2018</b>			11,940	<b>Total FY2019-2022</b>			0

**MPMS# 57278** *Rising Sun Avenue Over Conrail at 2nd Street (CB) (Removal) SR:7301*

**AQ Code** S2

**LIMITS** Over Conrail at 2nd Street

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** CONSTR

*Actl Let Date: 7/22/2010*

Adding Subcorr(s): 14A

Removal of bridge, fill of area, repaving. The bicycle and pedestrian checklists will be incorporated into the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	150											
		150	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			150	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 57893**

**Lehigh Avenue East Signal Modernization SR:2014**

**AQ Code** 2013M

**LIMITS** Richmond Street to Broad Street

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity  
Adding Subcorr(s):  
4B, 14A

**MUNICIPALITIES:** Upper North Philadelphia; Kensington; Lower North Philadelphia

**PROJECT MANAGER:** TWB/VLF

*Act/ Let Date: 6/23/2011*

This is a signal modernization project to upgrade 23 existing signalized intersections along Lehigh Avenue between Broad Street and Richmond Street with new traffic signal mastarms and new conduit. The signalized intersections will also be interconnected with fiber optic cable. This proposed work will require minor curb and sidewalk replacement and the installation of underground concrete mastarm foundations at some of the intersections. There will be minor trenching in the intersections for the installation of underground conduits and cable. Geometric reconfiguration may also be required at some intersections based on capacity analysis to minimize pedestrian time. Any ground disturbance will remain within the existing right of way and will be limited to the cartway and sidewalks in the corridor. In all cases, pavement restoration in the disturbed areas will match existing pavement types. Eligible for HSIP funds.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) between Germantown and Aramingo and rated BF (Bike Friendly - wide shoulders or lanes) for the remainder.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	1,945											
CON	HSIP	3,802											
CON	LOCAL	1,436											
		7,183	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>7,183</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 57894**

**Stenton Avenue and Godfrey Avenue Signal Modernization**

**AQ Code** 2020M

**LIMITS** Paper Mill Road to Broad Street and Broad Street t

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity  
Adding Subcorr(s):  
14A, 15A, 15B

**MUNICIPALITIES:** Germantown-Chestnut Hill; Philadelphia City

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 11/29/2012*

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work on Stenton Avenue between Paper Mill Road and Broad Street, and on Godfrey Avenue between Broad Street and Front Street.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) on Godfrey Avenue.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	85											
FD	LOCAL	21											
CON	CMAQ		3,993										
CON	STP		1,600										
CON	LOCAL		998										
CON	LOCAL		400										
CON	CMAQ			3,000									
CON	LOCAL			750									
		106	6,991	3,750	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>10,847</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	



## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 57897** *Haverford Avenue Signal Modernization*

**AQ Code** 2020M **LIMITS** 40th Street to City Avenue  
**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Philadelphia

Adding Subcorr(s): **PROJECT MANAGER:** TWB/VLF

*Est Let Date: 2/5/2014*

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CMAQ				4,927								
CON	LOCAL				1,232								
CON	CAQ					4,347							
CON	LOCAL					1,087							
		0	109	0	6,159	5,434	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>6,268</b>		<b>Total FY2015-2018</b>		<b>5,434</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 57898** *Lancaster Avenue Signal Modernization SR:0030*

**AQ Code** 2013M **LIMITS** 45th Street to City Avenue  
**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Philadelphia

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

*Actl Let Date: 6/11/2009*

This project will provide for signal upgrades to 8 intersections: Lancaster Avenue & Overbrook Avenue, Lancaster Avenue & Woodbine Avenue, Lancaster Avenue & 63rd Street, 63rd Street & Woodbine Avenue, Lancaster Avenue & 62nd Street & Malvern Avenue, Lancaster Avenue & 59th Street, Lancaster Avenue & Columbia Avenue, Lancaster Avenue & Oxford Avenue & 57th Street. A new signal at the intersection of Lancaster Avenue and 56th Street, interconnection of signals from City Line Avenue to 52nd Street, Intersection realignments at Lancaster Avenue & Woodbine Avenue, Lancaster Avenue and 63rd Street, 59th & Columbia Avenue & Lancaster Avenue, Lancaster Avenue & 57th Street, the replacement of streetlights from City Avenue to 63rd Street, and pavement markings and traffic sign upgrades from City Line Avenue to 52nd Street.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	1,200											
		1,200	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,200</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 57901

**Lincoln Drive (3R)**

AQ Code S10

LIMITS Ridge Avenue to Wayne Avenue

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5G, 15A

PROJECT MANAGER: TWB/VLF

Est Let Date: 4/15/2015

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	160												
PE	LOCAL	40												
FD	STP	147												
FD	STU	93												
FD	LOCAL	60												
CON	STU	4,658												
CON	STP	846												
CON	LOCAL	1,485												
CON	STU			437										
		<b>7,489</b>	<b>0</b>	<b>437</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>7,926</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

MPMS# 57902

**City Wide 3R Betterments**

AQ Code S10

LIMITS City-wide

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/

No Let Date

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

Bike lanes will be included as the road widths allow.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	259												
PE	LOCAL	65												
CON	STP		485											
CON	LOCAL		172											
		<b>324</b>	<b>657</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>981</b>		<b>Total FY2015-2018</b>			<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 57904 PA 291, Platt Bridge Over Schuylkill River SR:0291

AQ Code S19

LIMITS Over Schuylkill River

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 6B

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: Gannett/VAG

Act/ Let Date: 3/3/2011

The project proposes to rehabilitate the existing structure and improve the north-bound ramp merge with the I-95 east-bound ramp to the south of the bridge. The bridge is a total length of 8,780 feet. The proposed rehabilitation includes deck joint repair, pier structure concrete repair, guiderail repair, impact attenuator replacement, pedestrian railing repair, and deck slab concrete repair.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	1,748												
CON	185	437												
CON	BOO		3,939											
CON	185		985											
CON	BOO			14,332										
CON	185			3,583										
CON	BOO				17,600									
CON	185				4,400									
		2,185	4,924	17,915	22,000	0	0	0	0	0	0	0	0	
		Total FY2011-2014		47,024		Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 61712

**North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item**

AQ Code A2

**LIMITS** North Delaware Riverfront

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** EE/DVRPC/RG

Est Let Date: 4/24/2014

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four main sections and this line item (MPMS #61712) contains funding for all 4 sections, to be broken out at the appropriate time. Additionally, MPMS #79830 was awarded TIGER funding for a connecting segment of the trail.

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830): approximately two miles long, this portion of the trail will begin at Lewis Street, cross the Frankford Creek, travel east to the Delaware River and run north along the river's edge to Old Frankford Creek.

- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston Street (MPMS #61712): approximately two miles long, it entails a 12-foot wide multi-use trail within the approximate 30-foot wide Kensington & Tacony right-of-way along the North Delaware River waterfront in Philadelphia. This trail is assumed to follow the alignment of the old centerline of the Kensington & Tacony Railroad and includes a connection to Tacony Street.

- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832): approximately two miles long, the trail will begin at Milnor Street/ Disston Street, continues north to the Tacony Boat Launch and Quaker City Yacht Club, then east along the river's edge to the Pennypack Creek.

- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave (MPMS #79833): approximately two miles long, the trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

Funding made available for the 4 sections:

CON \$500,000 TE W/TOLL CREDIT from 2000 TE Selection Round, funds drawn from MPMS #64984

SECTION 115 - \$750,000

SAFETEA DEMO #363, PA ID# 671 - \$500,000

SAFETEA DEMO #4805, PA ID# 615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID# 464 - \$8 MILLION

Additional TIGER FUNDING - \$1.5 million for MPMS #90482.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ERC	SXF	3,000											
ERC	SXF	431											
ERC	SXF		8,000										
CON	STE	500											
		<b>3,931</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>11,931</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 61714

**Manayunk Canal Restoration**

AQ Code X12

LIMITS Manayunk Canal

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3B

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Design for historic restoration of portions of the sluice house and improvements to locks #68, 69, and 70.

\$214,000 TE for FD. \$54,000 Local for FD.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		0			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0

MPMS# 61717

**Fairmount Water Works Dock (TE)**

AQ Code X12

LIMITS At Fairmount Water Works

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Reconstruction of the ferry dock at the Fairmount Water Works, to restore marine transportation to the lower Schuylkill River.

\$400,000 TE for CON

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		0			<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				0

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 62694** *Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019*

**AQ Code** S7

**LIMITS** Over Schuylkill River

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** Gannett/PTL

*Est Let Date: 10/15/2014*

Adding Subcorr(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916		300											
CON	916					11,942								
		0	300	0	0	11,942	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>300</b>			<b>Total FY2015-2018</b>				<b>11,942</b>			<b>Total FY2019-2022</b>		<b>0</b>

**MPMS# 62717** *Lehigh Avenue West Signal Modernization SR:2014*

**AQ Code** 2020M

**LIMITS** Ridge Avenue to Broad Street

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Upper North Philadelphia; Lower North Philadelphia

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 8/23/2012*

Minor SOV Capacity

Adding Subcorr(s): 14A, 15A

Signal modernization (18 intersections), minor roadway improvements, pavement markings and related work. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	40												
PE	LOCAL	10												
FD	STP	266												
FD	LOCAL	67												
CON	CAQ		3,060											
CON	STU		800											
CON	LOCAL		765											
CON	LOCAL		200											
		383	4,825	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>5,208</b>			<b>Total FY2015-2018</b>				<b>0</b>			<b>Total FY2019-2022</b>		<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 64844

**30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012**

AQ Code S19

**LIMITS** Over Amtrak's Northeast Corridor Rail Lines, 30th

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

Adding Subcorr(s): 3A

**MUNICIPALITIES:** West Philadelphia

**PROJECT MANAGER:** AECOM/DD

Act/ Let Date: 9/30/2010

This project includes the rehabilitation of 6 roadway structures and pedestrian improvements located around the Philadelphia 30th Street Station area and over Amtrak's Northeast Corridor rail lines area: on the north (1 structure along Arch Street); west (2 structures along 30th Street); and south (1 structure along Market Street and 1 along "Little" Market Street) sides of the station building, as well as 1 structure on Chestnut Street between 30th street and Schuylkill Avenue West.

Work includes the replacement of the deck joints, new seals and possible extension of the joints, repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, and making repairs to structural members which have been identified as suffering from fatigue cracks. Painting of existing structural steel is also included. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, this project will only address rehabilitation of the substructures

Streetscape components such as curbs, sidewalks, benches, plantings, lighting, and bike racks will be included in this project in the "Station Square" area along the south and east sides of the station, as well as along Chestnut Street between 29th and 30th Streets.

The Chestnut Street Bridge over Amtrak/I-76/30th Street will be included in this project and is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Design for this component was included in MPMS #17816.

Potential tie-ins to nearby bike trails will also be examined. The roadways surrounding the 30th Street Station complex are built on structure in order to accommodate the railroad tracks (AMTRAK) and roadway (I-76) that pass beneath. No changes in the horizontal or vertical geometry are anticipated therefore there will be no changes in either the horizontal or vertical clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	185	1,061											
CON	BOO	10,300											
CON	185	2,404											
CON	BOO		10,300										
CON	185		2,404										
CON	BOO			10,300									
CON	185			2,404									
		<b>13,765</b>	<b>12,704</b>	<b>12,704</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>39,173</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 65915**

**Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)**

**AQ Code** A2

**LIMITS** 22nd Street to 27th Street

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3A

**PROJECT MANAGER:** TWB/VLF

No Let Date

Pedestrian facilities will be enhanced with the improvement of crosswalks and various traffic calming techniques that will create a more pedestrian-friendly environment. This corridor is adjacent to the Philadelphia Museum of Art. CON \$960,000 TE

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 67756**

**I-95 Pre-Cast Bridge Parapets SR:0095**

**AQ Code** S19

**LIMITS** Philadelphia

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** DMJM/DD

No Let Date

Re-design of 19 structures on I-95 in Philadelphia, required to address safety issue of pre-cast concrete bridge parapets.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			



## Pennsylvania - Highway Program

### Philadelphia

MPMS# 68067

**Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)**

AQ Code X7

**LIMITS** South Street Bridge/Boardwalk to Locust Street

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3A

**PROJECT MANAGER:** Gannett/SAN

Act/ Let Date: 11/10/2011

Phase IIIB of the Schuylkill River Park Trail will consist of the proposed construction of an approximately 2,200-foot long boardwalk extension of the existing multi-use Schuylkill River Park Trail. The Schuylkill River Park Trail, administered by the Schuylkill River Development Corporation, is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River. The existing portion of the trail is entirely land-based and runs from Fairmount Water Works to a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. At its northern terminus, the Schuylkill River Park Trail connects to the Schuylkill River Trail, part of the Pennsylvania Greenway Plan. The Project proposes to extend the trail overland about 200' further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point, a multi-use boardwalk/bridge will be built over the river approximately 25' from and parallel to the existing riverbank bulkhead and run southward about 2,000' to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail, and the over-water portion will be an elevated boardwalk-type structure supported on river piers. The elevated trail section must be wide enough to accommodate motorized emergency and small maintenance vehicles (about 15').

As a result of the 2002 DVRPC competitive CMAQ Program, \$400,000 CMAQ funds was used for engineering. Schuylkill River Development Corporation (SRDC) is the project sponsor.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$6.2 million (CTDG noted below) has been combined with \$1.344 million SAFETEAL LU DEMO PA-ID #383, \$2.150 million state RCAP, and \$1 million Discretionary TE to be drawn at the appropriate time for a for a \$10.694 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	40											
FD	LOCAL	10											
CON	STE	1,000											
CON	TOLL												
CON	SXF	1,344											
CON	CAQ	1,500											
CON	OTH	2,620											
CON	CTDG		6,200										
CON	CMAQ		3,660										
		<b>6,514</b>	<b>9,860</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>16,374</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 68072** *PATCO Directional Signage, Philadelphia*

**AQ Code** X11 **LIMITS** Philadelphia PATCO Stations

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 10A, 14A **PROJECT MANAGER:** EE/DVRPC/JB

*Est Let Date: 4/25/2013*

As a result of the 2002 DVRPC competitive CMAQ Program, \$100,000 CMAQ funds will be programmed in the future as appropriate for design and installation of a marketing program to provide new signage for travelers to and from Philadelphia PATCO stations. This is an effort to increase off-peak ridership and to improve the daily commuter travel experience, thereby attracting travelers who would otherwise have used an automobile for the trip.

(CMAQ ID# PA02-041) (See MPMS #48201 for other projects selected as part of the 2002 competitive Program.)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ	105												
CON	LOCAL	26												
		131	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			131	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 69664

**Clarissa Street Bridge over Conrail SR:4007**

AQ Code S19

LIMITS Over Conrail

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Upper North Philadelphia

Adding Subcorr(s): 5G, 14A

PROJECT MANAGER: EE/MDH

Act/ Let Date: 3/31/2011

The purpose of this project is to replace this bridge which has collision damage and several section losses.

The single span, 63'-long built up through girder bridge supported on concrete abutments dates to 1903 and is composed of 5 girders with the deepest being the fascia girders. The existing bridge upholds one lane for each approach of Clarissa Street and pedestrian walkways over Conrail, which is a single railroad track which runs north to south.

Replacement of the existing structure carrying Clarissa Street (S.R. 4007) over a Conrail line in the Nicetown-Tioga section of Philadelphia. It is anticipated that traffic will be detoured during construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes, 8' shoulders/bicycle lanes, 8' median and 12' sidewalks on both sides. The proposed conditions will include two travel lanes, shoulders/bicycle lanes, median and sidewalks on both sides. Sufficiency Rating: 48.0

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	2,439											
CON	TOLL												
CON	BND	2,221											
CON	BOO		1,608										
CON	TOLL												
CON	BND		2,204										
CON	BOO			39									
CON	TOLL												
CON	BND			764									
		<b>4,660</b>	<b>3,812</b>	<b>803</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
				<b>9,275</b>				<b>0</b>				<b>0</b>	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 69828

**Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

AQ Code S19

**LIMITS** Over Schuylkill River and CSX Railroad

Not SOV Capacity Adding

**IMPROVEMENT:** Bridge Repair/Replacement

Adding Subcorr(s): 3A, 7A, 10A

**MUNICIPALITIES:** Center City Philadelphia; West Philadelphia

**PROJECT MANAGER:** AECOM/DD

*Est Let Date: 4/15/2016*

The project involves rehabilitating/replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involves the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	185		1,326											
PE	185			1,326										
FD	185				4,637									
ROW	916					1,267								
UTL	185					4,776								
CON	BOO						24,597							
CON	185						6,149							
		0	1,326	1,326	4,637	6,043	30,746	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>7,289</b>	<b>Total FY2015-2018</b>			<b>36,789</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 69909** *Willits Road Bridge Over Wooden Bridge Run SR:1011*

**AQ Code S19** **LIMITS** Over Wooden Bridge Run

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding  
**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):  
5H **PROJECT MANAGER:** EE/JMD

*Est Let Date: 5/15/2015*

This project involves rehabilitating the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Rehabilitation will include replacing the existing superstructure and R.C. overlay. Upgrades to the guiderail approaches should also be included in the project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BND	530												
ROW	BND			225										
UTL	BOO			180										
UTL	185			45										
CON	BND				2,434									
		<b>530</b>	<b>0</b>	<b>450</b>	<b>2,434</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>3,414</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 69913

**Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

AQ Code S19

LIMITS Over Schuylkill River

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 10A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: Gannett/CS

Est Let Date: 11/6/2014

The purpose of this project is to extend the service life of the bridge. The existing bridge's pier caps are missing welds and members and have minor section loss.

This bridge rehabilitation project is located on Grays Ferry Avenue (S.R. 3021) between Woodland Avenue and 34th Street in the City of Philadelphia. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction.

The 3-span, 155'-long and BO'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls. The bridge was built in 1976.

This project involves rehabilitating the pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks. The project may also require minor deck repairs due to the spalling. This bridge has bike lanes.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185		10										
FD	185			1,688									
ROW	BND				580								
UTL	BND				696								
CON	STU					11,069							
		0	10	1,688	1,276	0	11,069	0	0	0	0	0	0
		Total FY2011-2014			2,974	Total FY2015-2018			11,069	Total FY2019-2022			0

MPMS# 69915

**Roosevelt Expressway (Twin Bridge) SR:0001**

AQ Code S19

LIMITS Over Schuylkill River

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 3A, 5G

MUNICIPALITIES: Upper North Philadelphia; Germantown-Chestnut Hill; West Philadelphia

PROJECT MANAGER: CONSTR

No Let Date

Parapet and bridge rehabilitation including replacing or retrofitting the existing pre-cast concrete barriers, pin and hanger retrofit, joint repair, drainage improvements, fence replacement, zone painting, and a new overlay. This section of Route 1 is a high volume, limited access expressway and is a critical connection between I-76 and Northeast Philadelphia. Each bridge carries 3 – 12' travel lanes. The proposed conditions will match existing. Roadway approach work is not necessary.

Sufficiency Rating: 57.5 Northbound, 58.3 Southbound

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS		80										
		0	80	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			80	Total FY2015-2018			0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 70014** **Center City Signal Improvements (North) - Phase 3**

**AQ Code** 2020M **LIMITS** Spring Garden Street to Market Street

**IMPROVEMENT:** Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): **PROJECT MANAGER:** TWB/VLF

*Est Let Date: 6/16/2014*

10A

This is the final phase of the city's efforts to install a computerized traffic signal system throughout Center City Philadelphia. This phase (CCSIP3) will expand the project into the northeast and northwest quadrants of Center City, with limits from Spring Garden Street to Market Street, between the Delaware and Schuylkill Rivers. See MPMS # 17579 for Phase 1, and MPMS #17655 for Phase 2.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	127											
FD	LOCAL	32											
CON	CMAQ			6,476									
CON	LOCAL			1,412									
CON	CMAQ					4,218							
CON	LOCAL					1,009							
		159	0	7,888	0	0	5,227	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>8,047</b>		<b>Total FY2015-2018</b>		<b>5,227</b>		<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 70220**

**Schuylkill River Park Bicycle/Pedestrian Ramp**

**AQ Code A2**

**LIMITS** Schuylkill River Park Trail to South Street Bridge

Not SOV Capacity Adding

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Adding Subcorr(s): 3A, 10A

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 9/25/2008*

The project consists of the construction of an approximately 2,200-foot long extension of the Schuylkill River Park Trail. An existing paved walkway trail currently terminates at a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. The Project proposes that the walkway be extended overland several hundred feet further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point a walkway bridge will be built over and parallel to the river approximately twenty feet from the existing bank, and it will extend to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail and the over-water portion will be an elevated boardwalk type structure supported on river piers. The elevated trail section must be wide enough to accommodate emergency and maintenance vehicles. The ramp will provide a safe southern terminus point as access for park visitors and will create a safe link for pedestrians and bicyclists between the Schuylkill River Park project (MPMS #17754 is complete) and the South Street Bridge (also see MPMS #17724).

The Schuylkill River Park Ramp is intended principally for transportation purposes, including trips to work, school, shops, medical facilities and other services. This phase of the project will connect the completed portion of the trail (MPMS#17754) to the newly reconstructed South Street Bridge (MPMS 17724). It will allow users to quickly and efficiently access Philadelphia's two largest business districts, Center City and University City, which are connected by the South Street Bridge. The project is a component of the Schuylkill River Trail which will ultimately connect to the Chester Valley Trail and Trail Connection (MPMS #14663, 14675, and 16705) in Montgomery and Chester Counties as well as the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TOLL CREDIT

This project has been transferred to MPMS# 91573

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ	140												
		140	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			140	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0



## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 70243**

**American Street Streetscape**

**AQ Code** X9

**LIMITS** Girard Avenue to Lehigh Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 3/15/2016*

This is an industrial corridor with plentiful local truck traffic. Streetscape improvements including curbing, paving, crosswalks, traffic management, landscaping and lighting. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU		87										
FD	LOCAL		22										
CON	STU							5,371					
CON	LOCAL							1,343					
		0	109	0	0	0	0	6,714	0	0	0	0	0
<b>Total FY2011-2014</b>		109				<b>Total FY2015-2018</b>		6,714		<b>Total FY2019-2022</b>		0	

**MPMS# 71209**

**East Falls Reconnects to River, Phase I SR:0001**

**AQ Code** A2

**LIMITS**

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 15A

**PROJECT MANAGER:** TWB/VLF

*No Let Date*

This project will provide for safer and more convenient pedestrian and bicycle access between the East Falls area and the Schuylkill River Heritage Trail. In addition, it will add parking and pedestrian scale lighting to the Riverfront District to enhance access and safety, and to attract residents and visitors.

\$677,760 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phase(s) will be funded locally:

PE - \$13,433

FD - \$67,165

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		115										
CON	STU		200										
CON	STP		372										
		0	687	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		687				<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 71210

**West Bank Greenway/Philadelphia Zoo Multipurpose Trail (TE) SR:0013**

AQ Code A2

**LIMITS** Along 34th Street and Zoological Drive, 34th Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** EE/DVRPC/RG

No Let Date

Adding Subcorr(s): 3A, 7A

The Philadelphia Zoo proposes to develop the missing link of the West Bank Greenway between Fairmount Park and West Philadelphia along the perimeter of the Zoo. This landscaped section of pedestrian/bicycle improvements will be a key link in the Schuylkill River Trail and Heritage Corridor.

\$904,625 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phases will be funded locally:

PE - \$31,000

FD - \$155,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		491										
CON	STE			414									
		0	491	414	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>905</b>				<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>			
										<b>0</b>			

MPMS# 71211

**Fox Chase to Rockledge Streetscape-Phi SR:0232**

AQ Code X12

**LIMITS**

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** DMJM/PS

No Let Date

This project seeks to create a unified streetscape and gateway for the Fox Chase-Rockledge business district. It is a collaborative effort that spans two municipalities - the City of Philadelphia (Fox Chase neighborhood) and the Borough of Rockledge.

\$994,750 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phase(s) will be funded locally:

PE - \$57,800

FD - \$289,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		41										
		0	41	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>41</b>				<b>Total FY2015-2018</b>				<b>0</b>			
										<b>Total FY2019-2022</b>			
										<b>0</b>			

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 72597**

**Ben Franklin Bridge Philadelphia Operational Improvement**

**AQ Code** 2013M

**LIMITS** Vine Street, Benjamin Franklin Bridge to 9th Street

**IMPROVEMENT:** Other

Minor SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:** AECOM/MG

LRPID:22

No Let Date

3A, 10A, 15A

The Ben Franklin Bridge interfaces with a complex network of streets, highway segments, and signalized intersections on the west end of the bridge and Vine Street.

The project will provide for improvements to the Broad Street ramp of the Vine Street Expressway (I-676), signage improvements WB on the Ben Franklin Bridge, and development of Real Time Travel Information (TMC).

Improvements to the Broad Street ramp will be completed in two phases. Phase 1 of the improvements to the Broad Street ramp will provide a second travel lane from the Vine Street Expressway westbound off-ramp to 15th Street southbound with the goal of reducing the existing queue. This also includes the reconfiguration of the ramp tie-in to 15th Street, as well as the repaving of 15th Street to the Vine Street intersection. Phase 2 will provide a new connection from the Broad Street ramp to the intersection at Callowhill Street. This connection provides another option for traffic heading towards the western area of Center City as well as traffic heading north of the Vine Street corridor. The goal is to reduce traffic congestion at the intersection of 15th Street and Vine Street, with the anticipation that this will reduce queues on the ramp and expressway. Additionally, traffic signals will be installed at the intersections of 15th and Callowhill Streets, and at the new ramp and Callowhill St.

Signage improvements will be applied westbound on the Benjamin Franklin Bridge to assist drivers as they exit the bridge, and will include 15 static overhead guide signs which are located on the bridge gantries. At least one dynamic message sign will also be proposed for the gantry area.

The project will also include the development and operation of TMC, device installation, and agency coordination activities. The result would be real time information on congestion, speed, travel times, and travel related incidents distributed to motorists using changeable message signs, websites, highway advisory radio, and electronic notification.

Section 115 funds PA ID#251- \$5 million total (\$1 million used for study/alternatives analysis)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF	400												
CON	SXF	3,350												
		<b>3,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>3,750</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 72793**

**Market Street Bridge Over Schuylkill River Enhancement (TE) SR:3010**

**AQ Code** A2

**LIMITS** Over Schuylkill River and Amtrak

**IMPROVEMENT:** Streetscape

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 12/11/2008

3A, 10A

The project which will add pedestrian enhancements to the Market Street Bridge over the Schuylkill River including improved lighting, balustrades, signage, and a portal to the Schuylkill River Park entrance. This project received \$250,000 of Section 115 funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE*	200												
		<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>200</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 72996

**Philadelphia School Zone Safety Improvements (HTSSRS)**

AQ Code A2

**LIMITS** Vicinity of Philadelphia District Schools

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 12/3/2009

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will entail construction for the installation of crosswalks, 15 miles per hour school flashers and related signage at selected schools in the City of Philadelphia. Pedestrian safety brochures will also be printed and distributed to students. This project is a companion project to MPMS #74828, which provides for design and construction

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		700		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

MPMS# 73012

**Frankford Avenue Streetscape Improvements (HTSSRS)**

AQ Code A2

**LIMITS** Girard Avenue to Lehigh Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 4B, 5G

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 10/1/2009

The Home Town Streets/Safe Routes to School (HTSSRS) programs aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school.

This project will involve streetscape improvements along Frankford Avenue between Girard Avenue and Lehigh Avenue in the City of Philadelphia. Improvements will include new sidewalk and curbing, street lightning, signage, bicycle amenities and community gateways facilities. New Kensington CDC is the sponsor of the project. See MPMS #77465

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$920,000 funding will be drawn down at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	400											
CON	STE		62										
CON	STE			121									
		400	62	121	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		583		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0	

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 73134

Gateway Revitalization/Torresdale Av Strscape Im Pr

AQ Code A2

LIMITS

Not SOV Capacity Adding

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 3/28/2014

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

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This project is a segment of many "Gateway Revitalization Projects" which include the revitalization of 12 major intersections into and out of Northeast Philadelphia, with boundaries ranging from Frankford Avenue to the West, the Delaware River to the East, Harbison Avenue to the South, Grant Avenue to the North, and the Torresdale Avenue Business District. The purpose of the "Gateway Revitalization Projects" is to assist in the beautification of neighborhoods and communities. These projects focus on a "Welcome" theme -- aesthetic improvements to major streets, highways, and business and residential districts in Northeast Philadelphia.

The Gateway Revitalization project was recommended in the spring of 2005 for funding through the HTSSRS program. \$920,000 will be drawn down at the appropriate time.

The Torresdale Avenue Streetscape Improvement project will be completed in conjunction with the Major Artery Revitalization Committee (MARC). The project will include streetscape improvements; such as, pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Specifically, the project will be completed in three phases. The first phase will improve lightning throughout the area by installing new pedestrian lightning in the business district. Phase two will improve crosswalks throughout the corridor by enhancing the current design of the crosswalks from their current design to a honeycomb design, and phase three will consist of curb extensions for busy intersections, increased parking, and exterior improvement to the Tacony Library. Project funded by a SAFETEA-LU Earmark, (ID 3094; PA ID 496 ) - \$1Million

Phase 1 of this project was completed in 2009 using the \$500,000 Local funding provided by the Commercial Corridors Bond Program.

Phase 2 and 3 of this project will be completed as one construction contract.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP	920												
CON	DEMO	1,000												
CON	LOCAL	500												
		2,420	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,420	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 74823

**Philadelphia Zoo Intermodal Transportation Center**

AQ Code 20130

**LIMITS** Vicinity of Philadelphia Zoo

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

Adding Subcorr(s): 7A

**MUNICIPALITIES:**

**PROJECT MANAGER:** B. Sharp Pub Transit

No Let Date

The Philadelphia Zoo plans to develop Inter-modal transportation improvements in coordination with the Philadelphia Streets department. The project will improve traffic flow, parking conditions, links to public transportation, and public safety.

The project has four key components: augmentation of public transportation options by providing a shuttle that connects the Inter-modal Center to 30th Street Station and to other rail and bus lines; consolidation of Zoo parking through the creation surface parking lots accommodating 385 cars on Girard Ave; improvements to the surface parking lot at 38th Street and Girard Avenue, 34th street and Zoological Drive; Streetscape improvements on Girard avenue and 34th street to address deteriorated pedestrian circulation system and support the Inter-modal transportation center and link to other pedestrian and bikeway systems in the area.

The estimated total cost of the project is \$13.7 million. The project received \$4,180,000 provided by a FTA earmark (PA ID #22), and \$3 million provided by two FHWA earmarks (\$2,000,000, PA ID #606) and (\$1,000,000, PA ID 662). The balance of the cost (\$6,520,000) will be funded locally by the City of Philadelphia and the Philadelphia Zoo. FHWA funds will be flexed to FTA (PA-04-0045-01) who will serve as the project manager.

This project accounts for the FHWA Earmarks  
See MPMS# 84473 (FTA funds)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
FD	LOCAL	34											
CON	SXF	3,000											
CON	LOCAL	750											
		<b>3,904</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,904</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 74824

**Walnut Street Gateway Improvements (TIGER)**

AQ Code X9

**LIMITS** Walnut Street Bridge and Schuylkill Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:**

Adding Subcorr(s): 10A

**PROJECT MANAGER:** AECOM/JD

Act/ Let Date: 7/21/2011

Design and the construction of operational, structural, and aesthetic improvements to the Walnut Street Bridge and Schuylkill Avenue. Improvements will include streetscape, crosswalk, curb, and sidewalk improvements. Schuylkill River Development Corporation (SRDC) is the project sponsor. SAFETEA DEMO #4815/PA ID #625 plus \$1 MILLION SAFETEA DEMO #35/PA ID# 665- \$700,000 (total remaining balance \$1,581,639). This is one in a series of projects sponsored by SRDC to improve access to and the aesthetics of the Schuylkill River through Center City Philadelphia.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.740 million (CTDG noted below) has been combined with \$1.462 million DEMO funds for a \$3.202 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
FD	LOCAL	34											
CON	CTDG	1,740											
CON	SXF		1,057										
CON	TOLL												
CON	CMAQ		403										
CON	TOLL												
		1,894	1,460	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>3,354</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 74828** *American Cities/Safe Routes to School - Phase 3*

**AQ Code** S6 **LIMITS** City-wide

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/VLF

*Est Let Date: 4/15/2014*

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. The project is the third phase of the City's Safe Routes to School project.

Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	320											
PE	LOCAL	80											
FD	SXF		320										
FD	LOCAL		80										
CON	SXF				2,560								
CON	LOCAL				640								
		400	400	0	3,200	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>4,000</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 74829** *Schuylkill River Park Rail Crossings*

**AQ Code** S1 **LIMITS** At Race Street and Locust Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/VLF

*Act/ Let Date: 1/27/2011*

The project will include the construction of two (2) at grade rail crossings over the CSX rail line to access the Schuylkill River Park in Philadelphia. The at grade crossings will be located at Race Street and Locust Street and will create a safe link for pedestrian and bicyclists between the Schuylkill River Park project (MPMS #17754) and Center City. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark (ID 4829/PA ID 639) \$600,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF	600											
CON	TOLL												
CON	STP	72											
CON	TOLL												
CON	STP		207										
		672	207	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>879</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Philadelphia

MPMS# 74831

**Cresheim Valley Drive Revitalization**

AQ Code S10

**LIMITS** Cresheim Road to Stenton Avenue

**IMPROVEMENT:** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/VLF

Act/ Let Date: 4/12/2012

This project involves the restoration, resurfacing and reconstruction of Cresheim Valley Drive from Cresheim Road to Stenton Avenue. The project will be let in conjunction with CW101 MPMS#72946. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF*	1,258												
CON	LOCAL	314												
		<b>1,572</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,572</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 74832

**CHOP Child Passenger Safety Program**

AQ Code X

LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DVRPC

No Let Date

Child Passenger Safety Program, Children's Hospital of Philadelphia (CHOP).

The Children's Hospital of Philadelphia, the University of Pennsylvania, and State Farm Insurance Companies created a partnership in 1997 to learn why motor vehicle crashes are the leading cause of death and disability in children over age 1 in the United States. Through this unique research partnership – called Partners for Child Passenger Safety -- these organizations conduct research to determine how and why children are injured or killed in car crashes to prevent future occurrences, takes an active role in educating parents, physicians, policymakers and law enforcement officials on the importance of proper restraint for children in motor vehicles, and provides recommendations to automobile manufacturers on ways to improve the design of their child passenger safety features.

The goals of this program are to increase the use of automobile restraints in children and youth populations; target at-risk populations for low use of automobile safety restraints, and evaluate new parent website - After the Injury: Helping Parents Help Their Kids To Prevent Post Traumatic Stress Syndrome After Childhood Injury Due to Motor Vehicle Incident

DVRPC will serve as the public sponsor for CHOP and will provide some project administration services for processing invoices, etc., for the effort which will involve three different phases over a three year period.

SAFETEA-LU Earmark ID #4811/PA ID 621 - \$1 Million

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF		400										
		0	400	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		400		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 74833**

**Frankford Avenue/Mayfair Streetscape Improvements SR:0013**

**AQ Code** X9

**LIMITS** Cottman Avenue to Harbison Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 4B, 5G

**PROJECT MANAGER:** CONSTR

*Act/ Let Date: 9/10/2009*

The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings on Frankford Ave between Harbison Road and Cottman Avenue. The project will be completed in conjunction with Mayfair CDC, who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark- (ID 2935/PA ID 484) \$1 Million, PA

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF*	96													
		96	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		96			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0

**MPMS# 74841**

**PRPA Access Project**

**AQ Code** NRS

**LIMITS** South Philadelphia Port

**IMPROVEMENT:** Other

Minor SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3A, 4B, 4C

**PROJECT MANAGER:**

*No Let Date*

This project will assist in the relocation of the Packer Avenue Marine Terminal Gate in order to remove conflicting traffic movements on Delaware Avenue, enhance safety, enhance security, and reduce confusion. PRPA is currently reviewing options such as the partial or full closure of the east-side service road, commonly called 'Old Delaware Avenue', south of Oregon Avenue, and the location of gatehouses/checkpoints on currently-unused roadways and/or parcels are being explored.

PRPA will undertake a locally funded combined preliminary/final design effort which will develop the overall plan/recommended course of action. This will include provisions for possible future roadway extensions/access to the Navy Yard and the proposed Southport complex. Possible direct connections to I-95 at the Walt Whitman Bridge interchange will be identified but not included in the design effort as coordination with PennDOT efforts for planned reconstruction in future years will be necessary.

This project is funded by two SAFETEA-LU Earmarks:  
 \$2,400,000 (PA ID# 314/FED ID# 0205)  
 \$500,000 (PA ID 601/FED ID# 4791)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	LOCAL	400													
CON	DEMO		3,300												
CON	TOLL														
		400	3,300	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2011-2014</b>		3,700			<b>Total FY2015-2018</b>				0				<b>Total FY2019-2022</b>		0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 76870

**Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301**

AQ Code S19

LIMITS Over SEPTA R8 Rail Line

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 15B

MUNICIPALITIES: Germantown-Chestnut Hill

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/2/2014

The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced concrete abutments, reconstruction of the roadway approach and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP		20										
PE	BOO		112										
PE	183		4										
PE	179		1										
PE	183		19										
PE	179		6										
FD	BOO		524										
FD	183		99										
FD	179		35										
UTL	STP					239							
UTL	185					45							
UTL	LOCAL					16							
CON	BOO						3,936						
CON	183						738						
CON	LOCAL						246						
		0	820	0	0	300	4,920	0	0	0	0	0	0
		Total FY2011-2014			820	Total FY2015-2018			5,220	Total FY2019-2022			0

MPMS# 77452

**Manayunk Canal Restoration - Phase 3 (TE)**

AQ Code A2

LIMITS Manayunk Canal

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 15A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

This Phase III project involves the restoration of Philadelphia's most significant surviving remnant of the once great Schuylkill Navigation system. It includes restoring water flow to the canal, improving the hydrology in the canal & providing stabilization of the historic Sluice House.

Design for this project was funded under MPMS #61714 through the TE Program.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 77464

**Chinatown Plaza Revitalization (TE) SR:2676**

AQ Code X12

**LIMITS** At 10th Street and Vine Street

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** CONSTR

No Let Date

Implement streetscape and traffic calming measures at the area of 10th and Vine Streets in the Chinatown neighborhood of Center City.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		72										
		0	72	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>72</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

MPMS# 77466

**Mid-East Girard Avenue Streetscape (TE) SR:2008**

AQ Code X12

**LIMITS** Susquehanna Street to 8th Street

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** CONSTR

Actl Let Date: 6/10/2010

Adding Subcorr(s): 4B, 14A, 15A

The Mid-East Girard Avenue Streetscape Project will install new curbs, lights, sidewalks, bump-outs and trees along the corridor from Susquehanna to 8th Street.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	100											
		100	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>100</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 77467** *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232*

**AQ Code** X12

**LIMITS** At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Rockledge Borough; Philadelphia City

**PROJECT MANAGER:** AECOM/JD

No Let Date

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		0		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0			

**MPMS# 77475**

*Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2*

**AQ Code** A2

**LIMITS** Vicinity of Philadelphia District Schools

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** TWB/MW

No Let Date

Installation of bumpouts in approximately 17 school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		0		<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0			

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 77478

**Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)**

AQ Code A2

**LIMITS** South Street Bridge to Bartram's Garden

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** CONSTR

Actl Let Date: 2/4/2010

Adding Subcorr(s): 3A, 6B, 10A

The Schuylkill Trails Master Plan outlines a strategy for the development of a riverfront bicycle & pedestrian trail from the South Street Bridge to Bartram's Garden. The priority is to complete segments in city-owned parcels between the University Avenue Bridge (DuPont property) & Fed Ex. The trail will improve public access & link to existing street & bikeway connections. Also see MPMS #68067.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from Statewide TE Line Item at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU	100												
CON	STU		64											
		100	64	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>164</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

MPMS# 77479

**Roxborough Streetscape Improvements (HTSSRS) SR:3009**

AQ Code X12

**LIMITS** Ridge Avenue, South of Osborne Street to South of

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Roxborough-Manayunk

Not SOV Capacity Adding

**PROJECT MANAGER:** AECOM/JD

Actl Let Date: 5/12/2011

Adding Subcorr(s): 3A, 15A

Enhance the pedestrian, transit, and bicycle experience in this district so as to market the business district as a safe, fun and unique place to patrons and as an economically viable market place to investors.

In the spring of 2006 this project was recommended for Discretionary TE funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time. Design is being funded locally.

SAFETEA LU ID #2832, PA ID # 477- \$800,000 was originally assigned MPMS #74838 and will be broken out if necessary.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	800												
CON	TOLL													
CON	STE		862											
		800	862	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>1,662</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 77485**

**Mill Creek Safe Routes to School (TE)**

**AQ Code** X12

**LIMITS** 43rd Street/48th Street/Brown Street/Fairmount Ave

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 7A

**PROJECT MANAGER:** AECOM/JD

No Let Date

The project will facilitate safer routes to the nearby Sulzberger Middle School through re-surfacing of existing streets, installation of new and improvement of existing pedestrian crosswalks and bike path routes, removing and replacing curbs, installation of new street / pedestrian signage, and installing additional lighting. The project area includes 43rd Street to the East, 48th Street to the West, Brown Street to the North and Fairmount Avenue to the South.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,125,000 will be drawn from MPMS #64984 at the appropriate time.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			

**MPMS# 77540**

**Baltimore Avenue Pedestrian Lighting (TE) SR:0013**

**AQ Code** X12

**LIMITS** Along Baltimore Avenue

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5E, 10A

**PROJECT MANAGER:** DMJM/PS

No Let Date

Install pedestrian lighting on Baltimore Avenue whose proximity to eleven schools serving more than 12,000 students (pre-K to 12th grade) makes it a critical safe route to school. Baltimore Avenue is a state highway.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$575,000 will be drawn from MPMS #64984 at the appropriate time.

\$575,000 was drawn down from the MPMS #71808 - Statewide Hometown/SRTS line item

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		0				0				0			



## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 78758** **JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets**

**AQ Code** S19 **LIMITS** Over 21st Street/22nd Street/23rd Street

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:**

Not SOV Capacity Adding

**PROJECT MANAGER:** Gannett/CS

*Est Let Date: 3/13/2014*

Adding Subcorr(s): 10A

This project involves the superstructure replacements of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements.

This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BND		531										
PE	BND			530									
FD	BND			820									
UTL	BND			141									
UTL	BND				140								
CON	BND					14,329							
		0	531	1,491	140	14,329	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>2,162</b>	<b>Total FY2015-2018</b>			<b>14,329</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 79686

**I-95, Columbia Street to Ann Street (GR1)**

AQ Code 2020M

**LIMITS** Columbia Street to Ann Street

**IMPROVEMENT:** Roadway Rehabilitation

Minor SOV Capacity  
Adding Subcorr(s):  
4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** EE/

Act/ Let Date: 7/28/2011

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

This project is a breakout of MPMS# 17821 (GIR).

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS*	4,000											
UTL	NHS*	4,624											
CON	NHS*	1,000											
CON	STU	649											
CON	STP	4,091											
CON	NHS	2,082											
CON	581	1,543											
CON	581	162											
CON	NHS		24,674										
CON	581		6,168										
CON	STP			1,981									
CON	NHS			1,791									
CON	NHS			5,682									
CON	BOO			5,702									
CON	NHS			16,974									
CON	185			1,425									
CON	581			943									

## Pennsylvania - Highway Program

### Philadelphia

CON	581		4,244											
CON	581		1,421											
CON	NHS			5,682										
CON	NHS			8,742										
CON	581			1,421										
CON	581			2,185										
		18,151	30,842	40,163	18,030	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>		<b>107,186</b>		<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 79743**

**Logan Square, 20th/Winter/Parkway Improvements**

AQ Code X12

**LIMITS** At Logan square/20th Street/Benjamin Franklin Park

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3A, 10A

**PROJECT MANAGER:** AECOM/DD

*Est Let Date: 6/5/2015*

Project will fund new traffic and pedestrian enhancements on the north side of the Franklin Institute located at Logan Square and 20th Street, Winter Street, and the Benjamin Franklin Parkway. Project will provide safe queuing for school buses, a new outdoor science park for the Franklin Institute, and additional information kiosk and café, and a safer pedestrian crossing along 20th Street to better link to the Franklin Institute, the main branch of the Free Library, and the future Barnes Foundation. This project will be designed and constructed in conjunction with MPMS # 80054 (Vine Street Expressway Bridges).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ				2,087									
CON	LOCAL				522									
		0	0	0	2,609	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>2,609</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 80054

**Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2**

AQ Code S19

**LIMITS** Over I-676 Expressway at 18th, 19th, 21st and 22nd

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:**

Adding Subcorr(s): 3A, 4B, 7A, 10A, 14A

**PROJECT MANAGER:** AECOM/DD

Est Let Date: 6/5/2015

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the third phase of the three Vine Street Bridge contracts to advance. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and the intersection realignment of 20th and Winter Street. Part two of a three part breakout of Section PAA 7301, estimated future earliest construction is in June 2015. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PAA 7301, PAC SR676, PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAB SR676, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	780											
PE	183	146											
PE	179	49											
FD	916			1,591									
FD	916				1,423								
ROW	916			716									
ROW	916				450								
CON	916					17,911							
CON	916						23,881						
CON	916							9,552					
CON	916									15,523			
		975	0	2,307	1,873	0	17,911	23,881	9,552	15,523	0	0	0
		Total FY2011-2014			5,155	Total FY2015-2018			51,344	Total FY2019-2022		15,523	

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 80055** *Holme Avenue Bridges (2) Over Roosevelt Boulevard*

**AQ Code** S19 **LIMITS** Over Roosevelt Boulevard at Pennypack Circle

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5G, 5H

**PROJECT MANAGER:** AECOM/DD

*Est Let Date: 3/14/2013*

The project proposes to replace the two existing bridge structures with a single two-span bridge carrying Holme Avenue over Roosevelt Boulevard. The traffic circle configuration will be removed and a more conventional signalized interchange configuration between Holme Avenue and Roosevelt Boulevard will be constructed.

No work is anticipated along the US Route 1 express lanes that are located below Holme Avenue. However, work is anticipated in the median between the northbound and southbound US Route 1 express lanes for removal of the existing piers and construction of the pier for the new bridge. The new single structure will allow for the entire bridge construction to be performed while traffic is maintained on the existing structures.

In addition to the new structure, intersection improvements are proposed at each approach to the bridge. Two westbound left turn lanes will be added to the bridge to carry westbound Holme Avenue traffic to the southbound local lanes of Roosevelt Boulevard. Increased storage for turning movements and wider lanes are proposed for the westbound Holme Avenue approach to the Roosevelt Boulevard northbound local lanes. Curb and sidewalk improvements are proposed on all legs of the intersection. Optimized signal timings will improve the operation of the intersections.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916		3,182										
ROW	916				466								
UTL	916				467								
CON	BND					13,048							
		0	3,182	0	933	0	13,048	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>4,115</b>	<b>Total FY2015-2018</b>			<b>13,048</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 80103** *US 1, Roosevelt Expressway Extension SR:0001*

**AQ Code** S6 **LIMITS** Philadelphia

**IMPROVEMENT:** Other

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** CONSTR

*No Let Date*

This project aims to reduce the number of injuries and the severity of those injuries along the approximate 3 mile section of limited access highway known as the Roosevelt Expressway. The anticipated benefits of the project are to 1) minimize the angle of redirecting vehicles off the median barrier; 2) preventing penetration through the barrier; 3) eliminating the blunt end of bridge abutment walls; and 4) reducing the number of single vehicles running off the road along the right shoulder in both directions. These goals will be accomplished by 1) installing over 12,000 feet of improved safety-shape concrete median barrier with ample delineation; 2) installing reflective pavement markers; 3) installing milled shoulder rumble strips; and 4) installing roadside barrier and crashworthy end treatments at bridge abutments.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>0</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 80104** *Henry Ave Corridor Safety Improvements SR:3009*

**AQ Code** S6

**LIMITS** Philadelphia

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** Gannett/BPM

*Est Let Date: 5/5/2016*

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline ruble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut lane and Hunting Park Ave will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP		990										
		0	990	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>			<b>Total FY2019-2022</b>					
		990			0			0			0		

**MPMS# 81584**

*Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)*

**AQ Code** A2

**LIMITS** Over CSX Railroad in the vicinity of Locust Street

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** AECOM/CC

*Actl Let Date: 5/12/2011*

This project will improve access to the Schuylkill Banks Park. Project includes the construction of an ADA accessible pedestrian bridge, connecting Schuylkill River Park and Schuylkill Banks Park.

This project was awarded \$1,000,000 Statewide Discretionary TE funds in January, 2009.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$4.4 million (CTDG noted below) has been combined with \$1 million Discretionary TE for a \$5.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STED	1,000											
CON	CTDG	4,400											
CON	CMAQ	899											
CON	CMAQ		829										
		6,299	829	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			<b>Total FY2015-2018</b>			<b>Total FY2019-2022</b>					
		7,128			0			0			0		

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 84646  
AQ Code S6

#### Roosevelt Boulevard Safety Improvements - Phase II

LIMITS 9th Street to Southampton Road

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 6/9/2011

The project will provide for the construction of safety improvements and will include: a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures.

This project is a breakout of MPMS# 74839.

Funded by a SAFETEA-LU earmark (PA ID# 493) - \$1,263,522

An additional \$1,040,000 will be drawn from the HSIP Line Item (MPMS# 36927) for construction at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	DEMO	1,263											
CON	HSIP	2,451											
CON	HSIP		396										
		<b>3,714</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>4,110</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

MPMS# 84649  
AQ Code X12

#### Parkway Streetscape Improvements

LIMITS 16th Street to Eakins Oval

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/PS

Est Let Date: 8/29/2013

Not SOV Capacity  
Adding  
Adding Subcorr(s):  
3A

This project will include streetscape improvements such as new granite curbs, exposed concrete paving with brick edging, new benches, trash receptacles and plantings along the 1600 and 1700 blocks of the Benjamin Franklin Parkway between Love Park and Logan Square. The project will be managed by the Fairmount Park Commission.

\$2 million - Statewide Discretionary funds  
\$1.25 - DVRPC Regional TIP funds

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP-D	2,000											
CON	STU		1,250										
		<b>2,000</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>3,250</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 85059**

**Shakespeare Park Renovation**

AQ Code X9

**LIMITS** Between Vine Street/Benjamin Franklin Parkway/19th

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:** AECOM/DD

Est Let Date: 6/15/2015

Adding Subcorr(s): 3A

This project includes the renovation of the existing park area in front of the Free Library of Philadelphia between Vine Street and the Benjamin Franklin Parkway, and 19th and 20th Streets and will include new plantings, paving, benches, and other landscape and pedestrian amenities. This project will be managed by the Center City District.

Project will advance concurrently with MPMS# 80054, Vine Street Expressway Bridges.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	LOCAL				1,463								
CON	STP					563							
CON	TOLL												
		0	0	0	1,463	563	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			1,463	<b>Total FY2015-2018</b>			563	<b>Total FY2019-2022</b>			0

**MPMS# 85417**

**Alleghny Avenue Safety Improvements**

AQ Code

**LIMITS** Ridge Ave to Armingo Ave

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

Not SOV Capacity Adding

**PROJECT MANAGER:**

Est Let Date: 1/16/2017

This project includes the installation of flashing school signs and speed limits at select locations within the corridor. Install or improve the lighting at the railroad underpasses between 17th and 19th Streets and at Kensington Ave. Install pedestrian fences (or appropriate landscape alternative), to prevent or discourage jaywalking, at select locations. Reconfigure the intersection of Germantown Ave, Sedgley Ave and 11th Street to reduce pedestrian crossing distances and driver confusion.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP	318											
PE	STU	590											
UTL	HSIP	318											
CON	HSIP				3,510								
		1,226	0	0	3,510	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>			4,736	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 85419

**Erie Avenue: Broad St - K St.**

AQ Code S6

LIMITS Broad Street to K Street

IMPROVEMENT: Other

Not SOV Capacity  
Adding

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 10/8/2015

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP		550										
		0	550	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		550		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 86031

**Philadelphia ADA Ramps - Phase 2**

AQ Code A2

LIMITS Philadelphia

Not SOV Capacity  
Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES:

PROJECT MANAGER: CONSTR

No Let Date

The purpose of this project is to reconstruct existing curb cut ramps to the latest ADA design criteria at various locations. Ramps will be installed in the following locations:

SR 1008 - Levick Street  
From New State Road (SR 73) to Frankford Avenue (SR 13/SR 2007)  
From Roosevelt Boulevard (SR 1) to Rising Sun (SR 1001)

SR 1024 - Robbins Street, Keystone Street  
From Frankford Avenue (SR 13/SR 2007) to Levick Street (SR 1008/SR 8049)

SR 13 - Levick Street  
From Roosevelt Boulevard (SR 1) to Frankford Avenue (SR 2007)

SR 13 - Robbins Street  
From Roosevelt Boulevard (SR 1) to Frankford Avenue (SR 2007)

SR 1014  
Rhawn Street  
From Oxford Avenue (SR 232) to Frankford Avenue (SR 13)

SR 73 Cottman Avenue  
From Oxford Avenue (SR 232)/Rising Sun (SR 1001) to State Road (SR 1007)

SR 73 Torresdale Avenue  
From Cottman Avenue to Princeton Avenue

SR 73 Princeton Avenue  
From Torresdale Avenue to State Road

SR 73 State Road  
From Princeton Avenue/Cottman Avenue to Elbridge Avenue

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU		51											
		0	51	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>		51		<b>Total FY2015-2018</b>			0			<b>Total FY2019-2022</b>		0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 86492

**Center City Resurfacing - #105 (3R)**

AQ Code S10

**LIMITS** south east quadrant of Center City Philadelphia

**IMPROVEMENT:** Roadway Rehabilitation

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** CONSTR

Act/ Let Date: 12/10/2009

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

Project will take place in the South East Quadrant of Center City of Philadelphia limited By Market Street on North, Front Street on East, Broad St on West and South Street on South

The following locations are included in this project:

- 2nd Street, Walnut Street to Market Street
- 3rd Street, South Street to Market Street
- 4th Street, South Street to Chestnut Street
- 8th Street, South Street to Market Street
- 9th Street, South Street to Market Street
- 11th Street, South Street to Market Street
- 12th Street, South Street to Market Street
- Front Street, Dock Street to Market Street
- Locust Street, Broad Street to Washington Square
- Lombard Street, 2nd Street to Front Street
- Lombard Street, 13th Street to 9th Street
- Spruce Street, 2nd Street to 38th Parallel Place
- Spruce Street, 4th Street to 2nd Street
- Spruce Street, Broad Street to 8th Street
- Pine Street, 15th Street to Broad Street
- Pine Street, Broad Street to 5th Street
- Pine Street, 4th Street to Front Street

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	400											
		400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		400		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 87107

**School District of Philadelphia Improvement (SRTS) - Round 1**

AQ Code A2

**LIMITS** Vicinity of Philadelphia District Schools

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** EE/DVRPC/RG

Est Let Date: 6/15/2015

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school.

The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. The defects include cracked and broken concrete, sink holes, and raised concrete blocks which make the sidewalks uneven. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries for students who want to ride their bicycles to school.

This project was awarded \$1,000,439 in Safe Routes to School (SRTS) funding in May of 2009.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,000		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 87124

**Sister Cities Plaza Renovation - Phase I**

AQ Code X9

**LIMITS** Between 18th Street/Benjamin Franklin Parkway/Vine

**IMPROVEMENT:** Streetscape

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** AECOM/PS

Actl Let Date: 5/26/2011

The Center City District plans to renovate Sister Cities Park, a 1.25 acre park located between 18th Street, Benjamin Franklin Parkway and Vine Street. Funds will provide for construction of Sister Cities Plaza streetscape improvements at Logan Square. Enhancements will be in accordance with the City's design guidelines for the Benjamin Franklin Parkway and will include new granite curbs, exposed concrete paving with brick edging, walkways, new trees and plantings, benches, lighting, and a water feature.

\$450,000 Local Match will be provided by DCED.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	156											
CON	STP		340										
CON	STP			1,066									
CON	TOLL												
CON	LOCAL			225									
CON	TOLL												
CON	LOCAL				225								
		156	340	1,291	225	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,012		Total FY2015-2018		0		Total FY2019-2022		0	

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 87137** **5th and Market Street Transportation Improvements**

**AQ Code M8** **LIMITS** 5th Street at Market Street in Philadelphia

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** FLEX

*No Let Date*

This funding provides for the design of improvements to the existing subway station located at and beneath the intersection of 5th and Market Streets in Philadelphia, Pennsylvania. Project elements include: Repair or replace steel and concrete elements of the station; rehabilitate and/or modify entry/exit stairways; install headhouses; replace ceiling over track and platforms; rehabilitate/modify existing wall, column and floor treatments throughout the station; replace existing cashier booths, and reconfigure existing fare lines; modernize/replace existing life safety systems throughout the station. The rehabilitated station will meet all ADA guidelines. SEPTA is the sponsor of this project and funds have been flexed to the FTA, Grant# - PA-90-X696-00. Construction will be accomplished via MPMS #77183.

FHWA 2009 Appropriations Earmark (PA ID# 725) -\$475,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	FLEX	475												
PE	LOCAL	119												
		<b>594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>594</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 87937** **Avenue of the Arts Revitalization and Streetscape (TCSP)**

**AQ Code X9** **LIMITS** North Broad Street, City Hall to Glenwood Avenue

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** DAVIES/LEF

*No Let Date*

This project will provide for lighting and trees will be coupled with City dollars and put toward a \$50M multi-phased streetscape enhancement project that will run along 3.8 miles of North Broad Street from the north side of City Hall to Glenwood Avenue, in Philadelphia. This improvement effort will bring together the several neighborhoods that touch on North Broad and bring uniformity to the corridor as it continues to grow. The full project includes 64 lighting masts in the Broad Street median, 480 new trees on both the east and west sides of the street as well as new lighting on each of the 40 east/west cross streets from 13th to 15th Street. With this TCSP funding allocation, Phase I of this project, which will include a portion of the lights on North Broad and all of the trees, is secured.

Currently, this project is programmed with:  
 \$444,600 FY2009 TCSP Funds  
 \$5 million Economic Development Funds  
 \$4.1 million contribution from the City of Philadelphia

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	581ED	5,000												
CON	LOCAL	111												
CON	LOCAL	4,100												
CON	TCS		445											
		<b>9,211</b>	<b>445</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>9,656</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 88085** **Byberry Road Bridge Replacement**  
**AQ Code** **LIMITS** Byberry Road over CSX Rail Line  
**IMPROVEMENT:** Bridge Repair/Replacement  
 Not SOV Capacity **MUNICIPALITIES:** Philadelphia City  
 Adding

**PROJECT MANAGER:**

*Est Let Date: 7/15/2016*

This project includes the replacement of the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation.

#### TIP Program Years (\$ 000)

Phase	Fund	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	
PE	BOO	480												
PE	185	120												
PE	BOO		60											
PE	185		15											
		<b>600</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>675</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 88767

**Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1**

AQ Code S19

**LIMITS** Over I-676 Expressway at 21st Street and 22nd Stre

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Est Let Date: 6/15/2015*

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the first of the three Vine Street Bridge contracts to advance. This section is located at the 21st Street Bridge over I-676 North of Winter Street Intersection and the 22nd Street Bridge over the I-676 North of the Winter Street Intersection. Part one of a three part breakout of Section PAA 7301, estimated earliest construction is in June 2013. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PPA 7301, PAC SR676 and PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAA 7301, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916		956										
ROW	916		382										
UTL	916		787										
CON	916			19,134									
		0	2,125	19,134	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>21,259</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 88768

**Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3**

AQ Code S19

**LIMITS** Over I-676 Expressway at 18th Street/19th Street/F

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

Est Let Date: 6/4/2014

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is phase two of the three Vine Street Bridge contracts to advance. This section is located at the 19th Street Bridge over I-676, north of Logan Circle; the Family Court Pedestrian Bridge over I-676, north of Logan Circle and the 18th Street Bridge over I-676, north of Logan Circle. Part two of a three part breakout of Section PAA 7301, estimated earliest construction is in June 2014. The improvements include replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both the 18th Street and 19th Street Bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PAA 7301, PAC SR676, PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAB SR676, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916				1,252								
ROW	916				551								
UTL	916				1,043								
CON	916									32,619			
		0	0	0	2,846	0	0	0	0	32,619	0	0	0
		<b>Total FY2011-2014</b>			2,846	<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			32,619



## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 89180 Philadelphia Art Museum Improvements**

**AQ Code LIMITS**

Not SOV Capacity Adding

**IMPROVEMENT:**

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*No Let Date*

This project is part of the larger Philadelphia Museum of Art's three-phase master plan project, already under construction, to renovate and expand their historical building on Benjamin Franklin Parkway, which will include a new Art Handling Facility and loading dock, new galleries, public and support spaces under the east courtyard, and the renovation of the existing galleries and public spaces. This project will provide for implementation of the planned transportation and safety improvements to Anne D'Harnoncourt Drive, from Kelly Drive to Spring Garden Drive within the Fairmont Park. Improvements include replacing an 8" water main pipe from Kelly Drive to west entry hydrant, repairing and patching roadway, and the construction of sidewalks, curbs, and gutters.

This project is funded by a \$750,000 FY2010 Appropriations Earmark (PA ID# 734).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	LOCAL	100												
FD	LOCAL	88												
CON	DEMO	750												
CON	TOLL													
		<b>938</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>938</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 90141** *Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)*

**AQ Code** A2

**LIMITS** 51st Street to Lindbergh Boulevard

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Act/ Let Date: 12/1/2011*

Bartram's Garden is a National Historic Landmark and part of the National Recreational Trail system. This project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. Several segments have been constructed (17754), are in construction (70220) or are in the engineering phase (68067, 81584, and 90144). The trail network is intended principally for transportation purposes. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$1.4 million CMAQ for a \$2.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	CMAQ	640												
		<b>1,640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,640</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 90144** *Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)*

**AQ Code** A2

**LIMITS** Shawmont Avenue to Montgomery County Line

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Act/ Let Date: 9/29/2011*

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12' paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$400,000 TE funds originally awarded to MPMS #50522 for a \$1.4 million construction phase. \$400,000 TE will be drawn from MPMS #64984 at the appropriate time. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	STE													
		<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,000</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 90180

**East Coast Greenway/58th Street Connector Greenway (TIGER)**

AQ Code A2

**LIMITS** Bartram's Garden to Cobbs Creek Bikeway

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Act/ Let Date: 6/23/2011*

1.5 miles of public streets and public rights-of-way will be modified to provide a buffered bikeway that will connect the Schuylkill River Trail and Bartram's Garden to the Cobbs Creek Trail, thus providing a critical link in the East Coast Greenway on the western side of the Schuylkill River.

This project will connect the Cobbs Creek Bikeway with the proposed Schuylkill River Trail at Bartram's Gardens (90141). The trail network is intended principally for transportation purposes and will provide a connection between the Schuylkill River Trail which will extend the length of the Schuylkill River through Philadelphia and the Cobbs Creek Trail which closely follows the Philadelphia and Delaware County border. Once it is completed, it will allow users to access work, school, shops, and services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.1 million (CTDG noted below) has been combined with \$900,000 CMAQ funds for a \$2 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CTDG	1,100											
CON	STU	846											
CON	CMAQ	500											
CON	CMAQ		900										
		<b>2,446</b>	<b>900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>3,346</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 90482

**North Delaware Riverfront Greenway (TIGER)**

AQ Code A2

**LIMITS** Allegheny Avenue to Lewis Street near Betsy Ross Bridge

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

**MUNICIPALITIES:**

**PROJECT MANAGER:**

Act/ Let Date: 7/12/2012

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront and is a multi phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail will begin at Allegheny and continue towards Lewis Street near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award \$1.760 million (CTDG noted below) has been combined with \$740,000 CMAQ for a \$2.5 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

The greenway/trail consists of additional sections which will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830).
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston (MPMS #61712).
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832).
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave. (MPMS #79833).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,760												
CON	TOLL													
CON	CMAQ		1,082											
CON	TOLL													
CON	CMAQ			222										
		1,760	1,082	222	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			3,064	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**AQ Code S7** **LIMITS** I-76, I-95, and I-676 in Philadelphia

**IMPROVEMENT:** Other

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*No Let Date*

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Services will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	3,600											
CON	TOLL												
		<b>3,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>3,600</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 91573** *South Street Pedestrian Ramp - Phase II*

**AQ Code A2** **LIMITS** from Schuylkill River Park to South Street Bridge

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Actl Let Date: 11/10/2011*

Construction of a pedestrian and bicycle ramp connecting the Schuylkill river park trail to the South Street bridge. The ramp will provide a safe southern terminus point for park visitors.

The project scope of MPMS# 70220 (Phase I) is included in this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	4,000											
		<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>4,000</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 91837

City Wide Resurfacing (# 103B)

AQ Code S10

LIMITS City of Philadelphia

Not SOV Capacity Adding

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 4/25/2013

Resurfacing of the following streets throughout the City of Philadelphia:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Chestnut Hill Avenue, Seminole St to Bethlehem Pike
- Seminole Street, Chestnut Hill Ave to St. Martins Ln
- St. Martins Lane, Highland Ave to Mermaid La
- Mermaid Lane, St. Martins Ln to Mcallum St
- Mcallum Street, Mermaid Ln to Allens Ln
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- St. Martins Lane, Willow Grove Ave to Mermaid Lane
- Rising Sun Avenue, 2nd St to Roosevelt Blvd

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	24											
PE	LOCAL	6											
PE	STP		50										
PE	LOCAL		13										
FD	STP	56											
FD	LOCAL	14											
CON	STP		6,400										
CON	LOCAL		1,600										
		100	8,063	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>8,163</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 92330

**Red Lion Road Warning Device**

AQ Code S1

LIMITS Red Lion Road

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grade Crossing Program (MPMS# 36927).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		305										
		0	305	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		305		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 92331

**Pattison Avenue Warning Device**

AQ Code S1

LIMITS Pattison Avenue

IMPROVEMENT: Other

MUNICIPALITIES: South Philadelphia; Philadelphia City

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grad Crossing Program (MPMS# 36927)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX		185										
		0	185	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		185		Total FY2015-2018		0		Total FY2019-2022		0	

## Pennsylvania - Highway Program

### Philadelphia

**MPMS# 92376** *Walnut Lane Bridge Over Wissahickon Creek Restoration*

**AQ Code** **LIMITS** Over Wissahickon Creek

**IMPROVEMENT:**

Not SOV Capacity  
Adding

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*Est Let Date: 9/15/2016*

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project will provide for the restoration of this bridge to prevent accelerated deterioration to this important structure.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	700											
UTL	581	50											
CON	STP	508											
CON	TOLL												
CON	STU	1,213											
CON	TOLL												
CON	STU			2,030									
CON	TOLL												
		<b>2,471</b>	<b>0</b>	<b>2,030</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>4,501</b>				<b>0</b>				<b>0</b>			

**MPMS# 92413** *Schuylkill River Trail - Manayunk Bridge Project (PCTI) - Round 2*

**AQ Code** X12

**LIMITS**

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*Est Let Date: 12/20/2012*

Construct a ped/bike trail atop the unused Manayunk RR Bridge spanning the Schuylkill River. The project creates an intercounty link between the Cynwyd Trail in Montgomery County to the Schuylkill River. Trail in Philadelphia's historic Manayunk neighborhood.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	1,300											
		<b>1,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>				<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>			
		<b>1,300</b>				<b>0</b>				<b>0</b>			



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 92417

**Race Street Connector (PCTI) - Round 2**

AQ Code X12

LIMITS Race Street, from 2nd Street to Columbus Blvd

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 12/6/2012

This project includes construction of infrastructure and streetscape improvements on Race St. between 2nd St. and Columbus Blvd, to improve neighborhood connections and pedestrian and cycling access to waterfront activities, parks and trails.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP	1,100												
		1,100	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		1,100			Total FY2015-2018				0			Total FY2019-2022		0

MPMS# 92554

**Ridge Ave Over Amtrak (Bridge)**

AQ Code S19

LIMITS

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

Not SOV Capacity Adding

Ridge Avenue over AMTRAK  
.1 mile SE 29th Street; Philadelphia  
Bridge Replacement

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	320												
PE	STU	400												
PE	581	80												
PE	581	100												
		900	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		900			Total FY2015-2018				0			Total FY2019-2022		0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 93106

**Philadelphia Traffic Operations Center**

AQ Code S7

LIMITS Spring Garden Street

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 5/9/2013

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Northern Liberties section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Implementation of the TOC will be a three year effort. Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one of them without a Traffic Operation Center (TOC). The new project uses funds available from the region and will be located inside the Philadelphia Fire Administration Building at 240 Spring Garden Street, which is the location of the City's current Emergency Operations Center (EOC). The decision to co-locate the TOC and EOC was driven by operational logistics and to help keep costs down. The City's fiber option "backbone" runs into this location and it is also the location of the 911 call center. Additionally, the City's Office of Emergency Management is currently re-designing the EOC space and has offered to design and build space for the TOC stations at no additional cost. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CMAQ	320											
PE	LOCAL	80											
FD	CMAQ	1,136											
FD	LOCAL	284											
CON	CMAQ	400											
CON	LOCAL	100											
		<b>2,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>2,320</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 93128

AQ Code

**Traffic Signal Retiming Program (ARLE 1)**

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to analyze and evaluate traffic signal timings and traffic counts at approximately 400 signalized intersections along various corridors in the City of Philadelphia and develop cost saving operation plans for improved future use.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,500	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93130

AQ Code

**Adaptive and Responsive Signal Control (ARLE 1)**

**LIMITS** Various Locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to upgrade traffic controllers along with InSync, an Adaptive and Responsive Signal Control system, at key intersections to improve the responsiveness of the City's signal system to time-of-day and day-of-week needs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	90												
CON	244	690												
		780	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			780	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 93131

**Emergency Battery Back-up (ARLE 1)**

AQ Code

**LIMITS** Various Locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to install twenty back-up battery systems to intersections that have had a history of power outages.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	30												
CON	244	230												
		260	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			260	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93132

**Intersection Modification Program (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to enhance safety at approximately ten intersections by modifying the roadway geometry or reducing intersection turning radii through curb realignment and/or improved markings.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	375												
CON	244	1,725												
		2,100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,100	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 93134

**Migration of Traffic Signals into Traffic Management Central System (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to expand the automated traffic management system (ATMS).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,000	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93135

**Low Cost Safety Improvements at High Crash and High Traffic Locations (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 (FY11) and Round 2 (FY12) programs. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region.

Round 2 of ARLE awarded \$1,500,000 to the City of Philadelphia and \$351,030 to Concord Township (MPMS# 95404) in Delaware County and Caln Township (MPMS# 95403) in Chester County. Funding for the ARLE Round 2 program is provided for safety improvements at high crash intersections in the City of Philadelphia.

ARLE Round 1 and Round 2 funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators. This project will provide funding to be used to assess high crash locations and develop low cost safety improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	300												
CON	244	2,300												
CON	244		1,500											
		2,600	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,100	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Philadelphia

MPMS# 93136

**Pedestrian Countdown Signals (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to procure and install countdown pedestrian signals at approximately one hundred (100) intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	230												
		230	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			230	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93138

**Radar Speed Trailers (ARLE 1)**

AQ Code

**LIMITS** Various locations throughout Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to procure five radar speed trailers that will monitor and collect data on high-speed roads.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	75												
		75	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			75	Total FY2015-2018				0	Total FY2019-2022			0

Total For Philadelphia	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$178,090	\$144,807	\$136,421	\$106,300	\$565,618	\$208,246	\$63,142

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

**MPMS# 17891** *TransitChek Mass Marketing Efforts SR:0000*

**AQ Code** NRS **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding **MUNICIPALITIES:** Various

**PROJECT MANAGER:** F/FTA

*No Let Date*

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase TransitChek sales.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	160											
PRA	LOCAL	40											
PRA	CMAQ		160										
PRA	LOCAL		40										
		<b>200</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>400</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Various

**MPMS# 17900**      **Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)**

**AQ Code A1**      **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding      **MUNICIPALITIES:** Various

**PROJECT MANAGER:** GLB2003

*No Let Date*

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly: \$200,800 CMAQ/\$50,200 Cash Match for DVRPC UPWP; \$51,760 CMAQ to each of the 5 regional TMA's; \$120,000 CMAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	654											
PRA	581	54											
PRA	LOCAL	109											
PRA	CMAQ		654										
PRA	581		54										
PRA	LOCAL		109										
PRA	CMAQ			654									
PRA	581			54									
PRA	LOCAL			109									
PRA	CMAQ				654								
PRA	581				54								
PRA	LOCAL				109								
		<b>817</b>	<b>817</b>	<b>817</b>	<b>817</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,268</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>



# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

MPMS# 17928

**Ozone Action Program**

AQ Code NRS

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: GLB2003

No Let Date

This project will fund forecasting services by the University of Maryland, faxing services, a random telephone survey at the conclusion of the season to determine the penetration of the message, the kickoff event and the printing of promotional literature, and the development and placement of broadcast and print advertising.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	100											
PRA	581	25											
PRA	LOCAL	8											
PRA	CMAQ		120										
PRA	581		23										
PRA	LOCAL		8										
		133	151	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		284		Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Various

MPMS# 36927

AQ Code S1

Not SOV Capacity  
Adding

#### Railroad/Highway Grade Crossings

LIMITS Region-wide

IMPROVEMENT: Other

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Railroad/highway grade crossing improvements typically involve the installation or upgrading of warning devices such as signals or gates or the installation of rubberized strips adjacent to and between the railroad tracks.

HSIP Safety Funding for this project has been drawn from MPMS #57927 and uses TOLL CREDIT Match.

Potential locations:

- #36723 - East Thompson Road/Delaware - \$200,000 - COMPLETED
- #36724 - Pine Ridge Road/Delaware - \$200,000 - COMPLETED
- #48860 - Widell Road/Delaware - \$310,000 - COMPLETED
- #62125 - Street Road/Bucks - \$175,000
- #62356 - Street Road/Bucks - \$175,000
- #75609 - Bristol Road/Bucks - \$135,000
- #76934 - Forrestville/Elkview Road/Chester - \$150,000 needed to process conversion in FY09
- #76935 - Chrome Road/Chester - \$300,000
- #61815 - Marshall Road/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #61861 - Berkley Avenue/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #62124 - Penn Street/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #36627 - Broad Street/Chester - \$300,000
- #36699 - Broadway Avenue/Delaware - \$600,000
- #79433 - First Avenue/Chester - \$300,000 (\$266,000 RRS in FY09 needed to process conversion)
- #75610 - Post Road/Delaware - \$450,000
- #75786 - Turner Road/Delaware (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #75787 - Warminster Road/Montgomery
- #48414 - Allentown Road/Montgomery - \$520,000 HSIP/\$130,000 State
- #74168 - Cowpath Road/Montgomery
- #74544 - Church Road/Montgomery - \$100,000 - funds to process conversion
- #84646 - Roosevelt Boulevard Safety Improvements, Phase II/Philadelphia - \$1,040,000

FY2011/2012 Projects - Funded with RRX funds:

- #92327 - Glen Crest/Chester - \$230,000
- #92331 - Pattison Avenue/Philadelphia - \$160,000
- #92330 - Red Lion Road/Philadelphia - \$250,000
- #92328 - Scarlet Road/Chester - \$230,000
- #92329 - PA Avenue/Chester - \$320,000
- #955331 - 1st Ave Grade Crossing Modena-Lower Gap Road

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX			242									
CON	RRX				1,314								
CON	RRX					1,367							
CON	HSIP					11,274							
CON	RRX						1,422						
CON	HSIP						11,725						
CON	RRX							1,479					
CON	HSIP							12,194					
CON	RRX								1,538				
CON	HSIP								12,682				

## Pennsylvania - Highway Program

### Various

0	0	242	1,314	12,641	13,147	13,673	14,220	0	0	0	0
Total FY2011-2014		1,556		Total FY2015-2018		53,681		Total FY2019-2022		0	

MPMS# 48197

**CSX Trenton Line Clearance Project**

AQ Code M9

LIMITS Park Junction to Delaware River

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

Adding Subcorr(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

PROJECT MANAGER: MAL

No Let Date

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate double stack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 16 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

This project received a TEA 21 earmark PA ID#127 for \$5,000,000, a portion of which was used for design work.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	2,500											
CON	CMAQ		2,500										
CON	SXF		3,165										
CON	LOCAL		791										
		2,500	6,456	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		8,956		Total FY2015-2018		0		Total FY2019-2022		0	

## Pennsylvania - Highway Program

### Various

**MPMS# 48199**      **Transportation Management Associations (TMA) SR:0000**

**AQ Code A1**      **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding      **MUNICIPALITIES:** Various

**PROJECT MANAGER:** GLB2003

*No Let Date*

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	922											
PRA	LOCAL	230											
PRA	CMAQ		922										
PRA	LOCAL		230										
PRA	CMAQ			922									
PRA	LOCAL			230									
PRA	CMAQ				922								
PRA	LOCAL				230								
		<b>1,152</b>	<b>1,152</b>	<b>1,152</b>	<b>1,152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>4,608</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Various

**MPMS# 48201** *DVRPC Competitive CMAQ Program*

**AQ Code** NRS

**LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** LEG

*No Let Date*

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Types of projects that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements. Based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			2,000									
CON	LOCAL			500									
CON	CMAQ				6,000								
CON	LOCAL				1,500								
		0	0	2,500	7,500	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>10,000</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 48202**

*Regional GIS Support - DVRPC*

**AQ Code** NRS

**LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** Mosca

*No Let Date*

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU	350											
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>700</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Various

**MPMS# 57927**

**Regional Safety Initiatives (HSIP)**

AQ Code S6

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

- MPMS #57625 – Route 232 Corridor and Intersections - Bucks
- MPMS #14613 – PA 41/Gap Newport Road - ChesCo
- MPMS #80042 - PA 100 Corridor Safety Improvements – \$123,000 FD FY11/\$109 1396ChesCo
- MPMS #48168 - Baltimore Pike Signals - DelCo
- MPMS #57750 - Baltimore Ave/Pike Signals - DelCo
- MPMS #48418 - Allentown Rd. at Troxel Rd. and Orvilla Rd. - \$585,000 in FY11 for conversion - MontCo
- MPMS #36927 - Railroad/Highway Grade Crossings
- MPMS #85949 - SR 896 Safety Improvements - ChesCo
- MPMS #85417 – Allegheny Avenue - \$300,000 PE/\$3,328,000 CON - Phila
- MPMS #85419 – Erie Avenue - \$300,000 PR/\$2,665,000 CON - Phila

Remaining funds will be used to advance the following projects to be drawn down at the appropriate time, and to fund selected improvements identified through Regional Safety Audits.

- MPMS #85415 – Olney Avenue - \$300,000 PE/\$ 3,670,000 CON -Phila
- MPMS #80104 - Henry Ave Corridor - Phila
- MPMS #80103 - Us 1, Roosevelt Expressway Extension - Phila
- MPMS #84646 - Roosevelt Blvd. - Phila

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP		3,504										
CON	HSIP			8,532									
CON	HSIP				8,058								
		0	3,504	8,532	8,058	0	0	0	0	0	0	0	0
		Total FY2011-2014			20,094	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Various

**MPMS# 64652** *Transportation Community Development Initiative (TCDI)*

**AQ Code X3** **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding **MUNICIPALITIES:** Various

**PROJECT MANAGER:** DVRPC

*No Let Date*

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY11 Funds are programmed for projects selected as part of Round 7, 2012/2013. Call for projects expected during summer/fall of 2011 with selection in 2012. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. FY2012 DVRPC WORK PROGRAM.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU	1,200											
PE	LOCAL	300											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		1,500		<b>Total FY2015-2018</b>				0			
										<b>Total FY2019-2022</b>			
										0			

## Pennsylvania - Highway Program

### Various

**MPMS# 64984** *Highway Transportation Enhancements Line Item*

**AQ Code** X12 **LIMITS** Region-wide

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

Not SOV Capacity  
Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** LEG2006

*No Let Date*

This line item sets aside the funding allocated by PENNDOT for the federal Transportation Enhancements and state Home Town Streets/Safe Routes to School Programs in the DVRPC region.

The TE Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law requires states to set aside 10% of their federal Surface Transportation Program funds to the TE Program, and the state Home Town Streets/Safe Routes to School Program funding is distributed through the TE program formula. The Safe Routes to School program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined "downtown" and commercial centers.

Projects are recommended for funding at the end of the competitive round of the TE/HTS/SRS Program, and the date of the Round/Program Year corresponds accordingly. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

Specific projects that have drawn down from this line in the 2009 TIP include MPMS #'s:  
50523, 61709, 72793, 72996, 77453, 77454, 73137, 72974, 71193, 77471, 77470, 71203, 77465, 14663

2004 Round/Program -71195, 71206, 71200, 71202, 71210.

2005 Round/Program - Regional: 72906, 72974, 72908, 72977, 72996, 72913, 72978, 72911, 72991, 72918.  
Discretionary: 72910, 73012, 73134, 73135, 73136, 73137, 72994.

2006 Round/Program - Regional: 77448, 77449, 77450, 77451, 77452, 77455, 77456, 77457, 77459, 77460, 77461, 77462, 77464, 77465, 77466, 77468, 77470, 77472, 77473, 77475. Discretionary: 77476, 77478, 77479, 77485.

Also see MPMS #60619, funds for SEPTA's TE projects.

2009 Round of federally funded Safe Routes to School Projects (SRTS) are listed with individual funding from that program. See MPMS #'s 87088, 87119, 87109, 87120, 87097, 87099, 87107.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		31										
CON	LOCAL		7										
CON	STE				6,157								
CON	STE					6,760							
CON	STE						7,030						
CON	STE							7,312					
CON	STE								7,604				
		0	38	0	6,157	6,760	7,030	7,312	7,604	0	0	0	0
	<b>Total FY2011-2014</b>			<b>6,195</b>		<b>Total FY2015-2018</b>	<b>28,706</b>			<b>Total FY2019-2022</b>		<b>0</b>	



## Pennsylvania - Highway Program

### Various

MPMS# 65109

**Transit Flex - SEPTA**

AQ Code M1

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER: SEPTA

No Let Date

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY11 funding in the amount of \$17,221,000 has been applied to MPMS# 60286 SEPTA Bus Purchase Program -40' for the purchase of hybrid diesel buses in FY11.

FY12, FY13, FY14 funding in the amount of \$51,663 has been applied to MPMS# 90512 SEPTA Bus Purchase Program for the purchase of hybrid diesel buses in FY12, FY13, and FY14.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	FLEX	17,083												
PE	LOCAL	138												
PE	FLEX		17,083											
PE	LOCAL		138											
PE	FLEX			17,083										
PE	LOCAL			138										
PE	FLEX				17,083									
PE	LOCAL				138									
PE	FLEX					17,083								
PE	LOCAL					138								
PE	FLEX						17,083							
PE	LOCAL						138							
PE	FLEX							17,083						
PE	LOCAL							138						
		17,221	17,221	17,221	17,221	17,221	17,221	17,221	17,221	0	0	0	0	
		Total FY2011-2014			68,884	Total FY2015-2018			68,884	Total FY2019-2022				0

## Pennsylvania - Highway Program

### Various

**MPMS# 66460** *TE Project Engineering and Management - DVRPC*

**AQ Code** X12

**LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** DVRPC

*No Let Date*

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	CMAQ	107												
PE	STE	387												
PE	581	97												
PE	581	26												
PE	CMAQ		110											
PE	STE		342											
PE	581		86											
PE	581		27											
		<b>617</b>	<b>565</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>1,182</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 66461** *CMAQ Project Engineering and Management - DVRPC*

**AQ Code** X5

**LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** DVRPC

*No Let Date*

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	CAQ	88												
PE	581	22												
PE	CAQ		106											
PE	581		27											
		<b>110</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>			<b>243</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Various

**MPMS# 72738** *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

**AQ Code** NRS

**LIMITS** Region-wide

**IMPROVEMENT:** Signal/ITS Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** LEG/2005

LRPID:85

No Let Date

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	591											
PRA	581	148											
PRA	CMAQ		321										
PRA	STU		101										
PRA	581		80										
PRA	581		26										
		739	528	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,267</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

**MPMS# 75854** *District Program Management Services "A"*

**AQ Code** X12

**LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** C. Davies

No Let Date

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	581	1,100											
PE	581		800										
		1,100	800	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>				<b>1,900</b>		<b>Total FY2015-2018</b>		<b>0</b>		<b>Total FY2019-2022</b>		<b>0</b>	

## Pennsylvania - Highway Program

### Various

**MPMS# 75855** *District Program Management Services "B"*

**AQ Code** NRS **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

**PROJECT MANAGER:** C. Davies

*No Let Date*

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	581	800												
PE	581		800											
		800	800	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			1,600	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

**MPMS# 76644**

*I-76 Precast Parapets*

**AQ Code** S19 **LIMITS** Montgomery and Philadelphia Counties

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding

**MUNICIPALITIES:** Various

Adding Subcorr(s): 3B, 3C

**PROJECT MANAGER:** CONSTR

*Actl Let Date: 12/11/2008*

Repairing existing I-76 structure pre-cast parapets from US1 to South Street, both eastbound and westbound. Parapet repairs will be made for bolt-down and hook-bar modifications with extension of the existing parapet to glare screen height. There are 19 bridges.

Various sections of I-76 Rehabilitation: MPMS #'s 67762.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	900												
		900	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			900	<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>			0

# DVRPC FY 2011-2014 TIP for PA

Final Version

## Pennsylvania - Highway Program

### Various

MPMS# 79927 *Highway Reserve Line Item*

AQ Code NRS *LIMITS* Region-wide

*IMPROVEMENT:* Other

Not SOV Capacity Adding *MUNICIPALITIES:* Various

*PROJECT MANAGER:* LEG

*No Let Date*

Highway Reserve District-Wide Line Item

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	581	218											
CON	581		77										
CON	LOCAL		532										
CON	STP			2,759									
CON	581			699									
CON	STP				962								
CON	NHS					11,455							
CON	581					328							
CON	STP						13,568						
CON	581						2,185						
CON	NHS							2,328					
CON	581							1,539					
CON	STP								23,435				
CON	581								130				
CON	581									13,611			
		218	609	3,458	962	11,783	15,753	3,867	23,565	13,611	0	0	0
		Total FY2011-2014		5,247		Total FY2015-2018		54,968		Total FY2019-2022		13,611	

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

MPMS# 79929

Bridge Reserve Line Item

AQ Code S19

LIMITS Region-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Bridge Reserve Line Item  
Districtwide

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOF	27												
CON	183	575												
CON	BND	1,094												
CON	185	628												
CON	BOO		1,815											
CON	BOF		391											
CON	BND		131											
CON	LOCAL		1											
CON	BOO			1,286										
CON	BOF			45										
CON	BND			16										
CON	185			534										
CON	183			643										
CON	LOCAL			114										
CON	BOO				1,214									
CON	BOF				1									
CON	183				183									
CON	185				319									
CON	LOCAL				209									
CON	BOO					7,685								
CON	BND					495								
CON	183					28								
CON	BND						575							
CON	185						1,443							
CON	BOO							4,960						
CON	185							2,070						
CON	BND							11,766						
CON	BOO								11,219					
CON	185								7,633					
CON	BND								9,908					
		2,324	2,338	2,638	1,926	8,208	2,018	18,796	28,760	0	0	0	0	
		Total FY2011-2014			9,226	Total FY2015-2018			57,782	Total FY2019-2022				0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

MPMS# 79980

**STU Reserve Line Item**

AQ Code S10

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

STU Reserve Line Item  
Districtwide  
Hwy Reconstruct, Restoration

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		11										
CON	581		321										
CON	LOCAL		6										
CON	STU			105									
CON	STU				957								
CON	STU					842							
CON	STU						8,144						
CON	STU							20,173					
CON	STU								39,165				
		0	338	105	957	842	8,144	20,173	39,165	0	0	0	0
		Total FY2011-2014			1,400	Total FY2015-2018			68,324	Total FY2019-2022			0

MPMS# 80093

**I-76, Regional Travel Information**

AQ Code S7

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townsh

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s):  
3A, 3B, 3C

PROJECT MANAGER: AECOM/ER

Est Let Date: 6/15/2015

This project builds upon existing systems and ITS deployments to enhance traveler information on the I-76 corridor and surrounding areas.

This project is funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	250											
PE	581	281											
FD	CAQ	335											
FD	SXF	307											
CON	CAQ			746									
CON	SXF			1,042									
CON	581			498									
		1,173	0	2,286	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,459	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Various

**MPMS# 82216**      **NHS Reserve Line Item**

**AQ Code** NRS      **LIMITS** Region-wide

**IMPROVEMENT:** Other

Not SOV Capacity Adding      **MUNICIPALITIES:** Various

**PROJECT MANAGER:** LEG

No Let Date

NHS Reserve Line Item

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS	1											
CON	581		329										
CON	NHS				2,975								
CON	NHS					4,000							
		<b>1</b>	<b>329</b>	<b>0</b>	<b>2,975</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>3,305</b>	<b>Total FY2015-2018</b>			<b>4,000</b>	<b>Total FY2019-2022</b>			<b>0</b>

**MPMS# 82395**      **ACT 44 Reserve Line Item**

**AQ Code** S19      **LIMITS** Region-wide

**IMPROVEMENT:** Bridge Repair/Replacement

Not SOV Capacity Adding      **MUNICIPALITIES:** Various

**PROJECT MANAGER:** LEG

No Let Date

Act 44 was signed into law by Governor Rendell in July 2007, and is designed to address the state's transportation-funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to help fund the states 73 transit agencies. The Act creates a 50-year partnership between PennDOT and the Pennsylvania Turnpike Commission (PTC). Under this partnership, PennDOT will lease Interstate 80 to PTC who will provide annual payments to PennDOT to fund transportation projects.

Act 44 funding in the highway program is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Most funding must be dedicated to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on roadways. Projects that improve safety and capacity management may also be included.

The DVRPC Highway Program benefits from approximately \$29 million annually of Act 44 Funds, noted in the TIP with the funding code "916". Funds in this line item are not yet programmed on specific projects.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	100											
CON	916		1,252										
CON	916					4,452							
CON	916						6,074						
CON	916							4,851					
CON	916								19,180				
		<b>100</b>	<b>1,252</b>	<b>0</b>	<b>0</b>	<b>4,452</b>	<b>6,074</b>	<b>4,851</b>	<b>19,180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>1,352</b>	<b>Total FY2015-2018</b>			<b>34,557</b>	<b>Total FY2019-2022</b>			<b>0</b>



## Pennsylvania - Highway Program

### Various

MPMS# 84059

**Traffic Incident Management**

AQ Code S7

**LIMITS** Broad St Intchge to Delaware State Ln

Not SOV Capacity Adding

**IMPROVEMENT:** Signal/ITS Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

Actl Let Date: 6/4/2009

The project will include design of ITS devices along I-95 from the Delaware state line to Broad Street and along the I-476 corridor from I-95 to the St. David's interchange. The ITS devices will enable PennDOT to monitor I-95 and I-476, facilitate more efficient incident response and transportation management, and provide valuable information to travelers to improve the safety and efficiency of their experience on the I-95 corridor. The devices and locations scoped for this project will fit into PennDOT's overall I-95 Interstate ITS Completion Plan. The devices will be connected into PennDOT's fiber optic communications system and ultimately managed from PennDOT's Regional Transportation Management Center, located in the District 6-0 offices in King of Prussia, PA. The project also enhances PennDOT's cooperation and collaboration with regional stakeholders located in the study area, such as Delaware County, and the City of Philadelphia Streets Department, Sports Complex and Airport.

I-95, Section ITC (DelawareState Line to Girard Point Bridge)

This section of expressway spans 16 miles and consists of primarily 3 through lanes traveling in each direction. 14 interchanges, including an interstate-to-interstate interchange at Exit 7 (I-95/I-476) as well as the exit for the Philadelphia International Airport (Exit 10) are located in this section. As of 2007, the average AADT through this section was approximately 146,000 vehicles. ITS devices currently deployed include 2 north-facing DMS located north of PA-420 and north of Exit 9 respectively and 3 CCTV cameras located at the I-95/I-476 Interchange, Island Avenue, and Enterprise Avenue. In order to provide complete ITS coverage through this section, the I-95 Interstate ITS Completion Plan anticipates that additional ITS devices will be required. Five (5) DMS are envisioned, as well as 17 CCTV, 31 vehicle detectors, 16 AVI E-ZPass tag readers, and communications upgrades.

I-476 (I-95 to St. David's Interchange)

The I-476 reconstruction has already been awarded to a contractor for construction. As part of the I-476 RES project, several ITS devices are designed for deployment to provide full coverage along the I-476 corridor. However, the design did not include DMS signs and tag readers between I-95 and St. David's interchange. This project will design DMS signs and tag readers between I-95 and St. David's interchange, which will provide complete coverage along the I-476 corridor. 8 DMS are envisioned, as well as 13 AVI E-ZPass tag readers and communications upgrades.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	sSTP	1,210											
CON	TOLL												
CON	sSTP		1,668										
		1,210	1,668	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>2,878</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Various

**MPMS# 84318** **CMAQ Reserve Line Item**  
**AQ Code NRS** **LIMITS** Region-wide  
**IMPROVEMENT:** Other  
**MUNICIPALITIES:** Various  
**PROJECT MANAGER:** LEG

No Let Date

CMAQ Reserve Line Item  
 Note: \$1.5 million in FY13 and \$500,000 in FY14 to be reserved for TIGER overruns.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	581		28										
CON	LOCAL		2,381										
CON	CMAQ			1,999									
CON	CMAQ				2,485								
CON	CMAQ					39,046							
CON	CMAQ						48,308						
CON	CMAQ							50,240					
CON	CMAQ								52,250				
		0	2,409	1,999	2,485	39,046	48,308	50,240	52,250	0	0	0	0
		Total FY2011-2014			6,893	Total FY2015-2018			189,844	Total FY2019-2022			0

**MPMS# 84457** **Signal Retiming Program**  
**AQ Code X1** **LIMITS** Region-wide  
**IMPROVEMENT:** Signal/ITS Improvements  
**MUNICIPALITIES:** Philadelphia City  
**PROJECT MANAGER:** TWB/JM

No Let Date

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	350											
PRA	CMAQ		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			700	Total FY2015-2018			0	Total FY2019-2022			0

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

**MPMS# 86074** *Schuylkill Highway Operations*

AQ Code X

LIMITS Districtwide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER: DVRPC

No Let Date

FY10 UPWP Project

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	STU		60										
		0	60	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>60</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2019-2022</b>			
										<b>0</b>			

**MPMS# 86077** *Update Travel Simulation - DVRPC*

AQ Code X1

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER: DVRPC

No Let Date

FY2011 UPWP Project

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	STU	870											
PRA	STP		200										
		870	200	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>1,070</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2019-2022</b>			
										<b>0</b>			

**MPMS# 86900** *Bridge On Demand 2009*

AQ Code S19

LIMITS

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER: CONSTR

No Let Date

Line item established to fund various structurally deficient bridges in the DVRPC Region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916		2,000										
		0	2,000	0	0	0	0	0	0	0	0	0	0
<b>Total FY2011-2014</b>		<b>2,000</b>				<b>Total FY2015-2018</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2019-2022</b>			
										<b>0</b>			

## Pennsylvania - Highway Program

### Various

MPMS# 87060

Stone Arch Rehab, Group D

AQ Code S19

LIMITS Various

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER: CONSTR

Act/ Let Date: 12/17/2009

In response to the failure of several historic stone masonry bridges in the past several weeks, immediate action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following five stone arch bridges that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public:

SR 0113 Souderton Pike Over Morris Run, Bucks County

This masonry arch structure carries Souderton Pike over Unami Morris Run in Hilltown Township. The structure was built in 1902 and is 50 feet long, 24.3 feet wide. The estimated cost for rehabilitating this bridge is \$1,600,000.

SR 1003 Carver-Wisner Road Over Paunacussing Creek, Bucks County

This arch structure carries Carver-Wisner Road over Paunacussing Creek in Solesbury Township. The structure was built in 1844 and is 45 feet long, 20.9 feet wide. The estimated cost for rehabilitating this bridge is \$1,000,000.

SR 4027 Allentown Road Over Ridge Valley Creek, Bucks County

This arch structure carries Allentown Road over Ridge Valley Creek in Solesbury Township. The structure was built in 1908 and is 37 feet long, 19 feet wide. The estimated cost for rehabilitating this bridge is \$700,000.

SR 1023 Swamp Creek Road Over Unami Creek, Montgomery County

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1910 and is 98 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

SR 1030 Swamp Creek Road Over Unami Creek, Montgomery County

The existing arch structure carries Swamp Creek Road over Unami Creek in Marlborough Township. The structure was built in 1892 and is 100 feet long, 22 feet wide. The estimated cost for rehabilitating this bridge is \$1,500,000.

The rehabilitation of these bridges will include reconstructed stone masonry parapets with reinforced concrete cores and full width moment slab, scour repair and protection, and repointing as needed. Completion of this project will remove the bridges from structurally deficient status while preserving their historic significance. The current let date is December 15, 2009.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916	850											
FD	916		150										
		850	150	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,000	Total FY2015-2018			0	Total FY2019-2022			0

## Pennsylvania - Highway Program

### Various

MPMS# 88706

AQ Code S19

#### Districtwide Structurally Deficient Bridges

LIMITS Regionwide

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project is the design parent for various bridge projects in the region. These projects will eventually be assigned MPMS#'s when they are ready to advance for construction.

Structures under this project include:

#### Bucks County

- Main Street over SEPTA; BMS#09-4013-0110-1126
- Creamery Road over Tohickon Creek; BMS# 09-1014-0070-0000
- Old Street Road over SEPTA; BMS# 09-2043-0024-0193
- Worthington Road over Neshaminy Creek; BMS# 09-2081-0030-1490
- Dublin Pike over Morgan Creek; BMS# 09-0313-0072-2069
- Pennsylvania Avenue over Pennsylvania Canal; BMS# 09-2073-0070-0755
- River Road over Delaware Canal; BMS# 09-0032-0630-1484
- Oxford Valley Road over US 1 Bypass; BMS# 09-2029-0140-1656
- Bethlehem Pike over N.E. Branch Perkiomen Creek; BMS# 09-4013-0100-0327

#### Chester County

- State Road over Little Elk Creek; BMS# 15-3004-0020-0000
- Boot Road over Amtrak; BMS# 15-2020-0050-0000
- Creek Road over East Brandywine Creek; BMS# 15-0282-0032-1960
- Doe Run Road over Buck Run; BMS# 15-0082-0352-0000
- Downingtown Pike over E. Branch of Brandywine Creek; BMS# 15-0322-0440-0000

#### Delaware County

- Wanamaker Ave over Darby Creek; BMS# 23-0420-0031-0000
- Essington Ave over Crum Creek; BMS# 23-0291-0130-0384
- Providence Road over Crum Creek at Geist Resv; BMS# 23-0252-0130-0679
- Marshall Road over Cobb's Creek; BMS# 23-2024-0060-2846
- Manoa Road over Cobb's Creek; BMS# 23-1002-0060-1398

#### Montgomery County

- MPMS# 90099 - I-76 over Righters Ferry Rd; BMS #46-0076-3384-2351
- MPMS# 90100 - I-76 over Waverly Road T-669; BMS #46-0076-3344-1304
- MPMS# 91571 - Schuylkill Ave over Mill Creek & Mill Crk Rd.; BMS #46-0076-3354-2103
- Old Forty Foot Road over Skippack Creek; BMS# 46-1006-0020-1407
- Warminster Road over Pennypack Creek; BMS# 46-2040-0030-1832
- West King St over Manatawny Creek; BMS# 46-0663-0010-1627
- Pleasantville Road over Sanatoga Creek; BMS#46-4028-0010-0045
- Washington Lane over Glenside Road; BMS# 46-0073-0640-0390
- Congo Road over Middle Creek; BMS# 46-1050-0028-0000
- N Hanover Square over Branch Swamp Creek; BMS# 46-4030-0050-0000
- Skippack Pike over Skippack Creek; BMS# 46-0073-0270-0753

#### Philadelphia

- Erie Ave over Conrail; BMS# 67-1004-0040-0461
- 5th St over Conrail; BMS# 67-2003-0152-0000
- Girard Ave over CSX; BMS# 67-0030-0070-0000
- City Line Ave over SEPTA (Bala Station); BMS# 67-0001-0060-0254
- Broad Street over I-95 Ramps A & C; BMS# 67-0611-0003-0340;
- Broad Street over Reading RR; BMS# 67-0611-0020-0697
- Ridge Avenue over Amtrak; BMS# 67-3009-0044-0563
- Coulter Avenue over SEPTA; BMS# 67-4011-0032-0000
- University Avenue over CSX Railroad; BMS# 67-3003-0040-2636
- Frankford Avenue over Frankford Creek; BMS# 67-2007-0100-1901
- SB Off Ramp over Roosevelt Blvd Exit; BMS# 67-0013-0181-0918
- Walnut Lane over Wissahickon Creek; BMS# 67-4013-0020-1859
- MPMS 90096 - Spring Garden over Schuylkill River; BMS#67-3014-0030-0229
- MPMS 90097 - Spring Garden St. over I-76; BMS #67-3014-0030-0000

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Highway Program

### Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	916	1,350											
PE	916		544										
PE	916		300										
PE	185		700										
		<b>1,350</b>	<b>1,544</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>2,894</b>		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Highway Program

### Various

MPMS# 89018  
AQ Code S19

#### Stone Arch Rehab, Group F

#### LIMITS

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER:

Act/ Let Date: 11/4/2010

In response to the failure of several historic stone masonry bridges in the past several weeks, immediate action is being taken to address existing stone arch structures. This project involves the rehabilitation of the following nine stone arch bridges in Chester and Delaware counties that are structurally deficient and require immediate repair to preserve their structural integrity and enhance safety and protection of the public:

1. SR 1028 Pughtown Road over Branch of French Creek, Chester County  
The Masonry Arch Bridge carries Pughtown Road over branch of French Creek in East Vincent Township. The bridge is 14 feet long and has a deck area of 287 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and reset spandrel wall and barrel stones.
2. SR 1036 Valley Park Road over Unnamed Tributary to the Schuylkill River, Chester County  
This bridge carries Valley Park Road over a tributary to the Schuylkill River. The bridge is 11 feet long and has a deck area of 275 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and extension of wing walls to minimize erosion.
3. SR 2026 Sugartown Road over Branch of Darby Creek, Chester County  
This bridge carries Sugartown Road over a branch of the Darby Creek. The bridge is 16 feet long and has a deck area of 352 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with concrete core parapets, and rock protection and guiderail addition.
4. SR 3016 Hopewell Road over Branch of Tweed Creek, Chester County  
This bridge carries Hopewell Road over a branch of Tweed Creek. The bridge is 10 feet long and has a deck area of 245 square feet. Rehabilitation elements include concrete fill over barrel, moment slab with Type 10 barriers, and extension of wing walls to minimize erosion.
5. SR 3049 Brandywine Creek Road over Buck run and Doe Run, Chester County  
This bridge carries Brandywine Road over Buck Run and Doe Run. The bridge is 68 feet long and has a deck area of 1,272 square feet. Rehabilitation elements include concrete fill over barrel, and bituminous pavement.
6. SR 3049 Brandywine Creek Road over Buck Run and Doe Run, Chester County  
This bridge carries Brandywine Road over Buck Run and Doe Run. The bridge is 70 feet long and has a deck area of 1,470 square feet. Rehabilitation elements include sour protection, beam end repairs, back wall reconstruction, and painting and improving traffic safety features.
7. SR 4006 Washington Road over Culbertson Run, Chester County  
This bridge carries Washington Road over Culbertson Run. The bridge is 39 feet long and has a deck area of 780 square feet. Rehabilitation elements include concrete fill over barrels, moment slab with concrete core parapets, and rebuilding wing walls and improving traffic safety features.
8. SR 4011 Swinehart Road over Beaver Creek, Chester County  
This bridge carries Swinehart Road over Beaver Creek is. The bridge is 14 feet long and has a deck area of 347 square feet. Rehabilitation includes concrete fill over barrels, and moment slab with Type 10 barriers and channel floor repairs.
9. SR 2006 MacDade Boulevard over Ridley Creek, Delaware County  
This bridge carries MacDade Boulevard over Ridley Creek. The bridge is 187 feet long and has a deck area of 9,911 square feet. Rehabilitation elements include floorbeam strengthening and repair of deteriorated cantilevered brackets, and concrete columns and arch ribs.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TOLL												
CON	STP	15											
CON	BOO	4,428											
CON	BOO		157										

## Pennsylvania - Highway Program

### Various

CON	TOLL												
		4,443	157	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,600		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 89028  
AQ Code S19

**Bridge on Demand 2010**  
LIMITS City of Philadelphia  
IMPROVEMENT: Bridge Repair/Replacement  
MUNICIPALITIES: Philadelphia City  
PROJECT MANAGER:

Act/ Let Date: 7/22/2010

Addresses bridge maintenance on various bridges in Bucks, Chester, Delaware and Montgomery counties. Bridge maintenance on demand repairs in Philadelphia county will continue under current contracts, MPMS#'s 84821 and 86901.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	3,080											
CON	916		1,500										
		3,080	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,580		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 89092  
AQ Code S19

**Bridge Underpinning 2010**  
LIMITS  
IMPROVEMENT: Bicycle/Pedestrian Improvement  
MUNICIPALITIES: Valley Township  
PROJECT MANAGER:

Act/ Let Date: 6/24/2010

Addresses underpinning on various bridges in Bucks, Chester, Delaware and Montgomery Counties.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	611											
CON	916		139										
		611	139	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		750		Total FY2015-2018		0		Total FY2019-2022		0	



## Pennsylvania - Highway Program

### Various

MPMS# 92182  
AQ Code S7

**Expressway Service Patrol - Suburban counties (11-14)**

**LIMITS** I-476, US 202, US 422, I-95, I-76 in Bucks, Chester, Delaware, and Montgomery counties

**IMPROVEMENT:** Other

**MUNICIPALITIES:**

**PROJECT MANAGER:**

No Let Date

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for 7/1/2012 to 6/30/2014. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on the following routes: I-76, I-95, I-476, Route 202, Route 422, and PA 309.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP												
CON	TOLL												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 94964  
AQ Code S11

**All-Weather Pavement markings 2012 (AWPM)**

**LIMITS** Various including SR 76, 95, 476, 1, 202, and 422.

**IMPROVEMENT:** Other

**MUNICIPALITIES:**

**PROJECT MANAGER:**

No Let Date

Furnishing and Installation of snowplowable raised pavement markers, including a holder with a reflector unit of the type indicated, or permanent, wet-reflective tape at various site locations on Highways and Ramps in Bucks, Chester, Delaware, Montgomery and Philadelphia counties.

Installation of All Weather Pavement Markers

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		400										
		0	400	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			400	Total FY2015-2018			0	Total FY2019-2022			0

Total For Various	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$44,719	\$48,158	\$40,950	\$51,524	\$185,351	\$560,746	\$13,611

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**DVRPC FY2011**  
**Transportation Improvement**  
**Program for Pennsylvania**

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**Pennsylvania**  
**Transit Program**

DRPA/Montgomery County/  
Philadelphia/Pottstown/SEPTA



## Pennsylvania - Transit Program

### DRPA

**MPMS# 74835**      **Rebuild PATCO Cars - DRPA**

AQ Code M10

LIMITS Region-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: HNTB/NV

Est Let Date: 1/24/2013

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars. Funding will be flexed to FTA. Additional funding for this project is noted in the DVRPC TIP for NJ, under DB #DR046.

\$1,000,000 SAFETEA-LU Earmark (PA ID#637/FED ID#4827)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF	200				0
		200	0	0	0	Later FYs Total: 0
		Total FY2011-2014		200		

**MPMS# 74840**      **Commodore Barry Bridge Security Improvements - DRPA**

AQ Code NRS

LIMITS Commodore Barry Bridge

Not SOV Capacity Adding

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4D

PROJECT MANAGER: HNTB/NV

No Let Date

This project will include several security improvements to the Commodore Barry bridge; including electronic surveillance and detection, and increased lightning, bridge hardening, and construction inspection and management work  
Funded by SAFETEA-LU earmark in the amount of \$1,000,000 (ID #4816/PA ID#626)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF		1,000			0
CON	LOCAL		250			0
		0	1,250	0	0	Later FYs Total: 0
		Total FY2011-2014		1,250		

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Transit Program

### Montgomery

MPMS# 90680

**Ardmore Transit Center Line Item**

AQ Code NRS

LIMITS Ardmore Transit Center

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This line item includes funding for the improvement of Ardmore Transit Center.

See MPMS# 73214

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	LOCAL	250				0
		250	0	0	0	Later FYs Total: 0
		Total FY2011-2014		250		

## Pennsylvania - Transit Program

### Philadelphia

MPMS# 92394

AQ Code X9

#### **Dilworth Plaza Renovation and Concourse Improvements**

**LIMITS** At Benjamin Franklin Parkway and Avenue of the Arts

**IMPROVEMENT:** Streetscape

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:**

*No Let Date*

This project was recently awarded a \$15 million grant through the competitive TIGER program to construct transportation improvements as part of a larger \$50 million Dilworth Plaza renovation project.

Improvements funded by \$15 Million TIGER funds include the demolition of existing multi-level, non-ADA compliant and non-structural elements of the current design to create a level, single-grade accessible plane; construction of a "transit room" at the bottom of the stairways at concourse level complete with computerized wall graphics conveying transit information. Concourse improvements will create a single unobstructed "spine" extending underground the complete length of Dilworth Plaza, replacing the maze of walkways that exists and expediting the efficient patrol of the space by police and uniformed personnel. Two new elevators connecting street level to the underground concourse will be constructed. New signage and graphics will include transit signage to designate entry points to subsurface transit and to guide users through the concourse level; directional signage at strategic pedestrian intersections and throughout the concourse to guide pedestrians to major transportation and regional destinations; and directional signage to support easy navigation through the Plaza. Enlarged bump outs along the 15th Street edge will be constructed to increase safe pedestrian crossing as well as increase the existing square footage of the site by approximately 10,000 square feet. The project will also simplify the pedestrian crossing at the 15th and Market Street intersection by establishing a third accessible crosswalk to carry pedestrians across the Market Street southern leg and directly onto Dilworth Plaza with minimal changes in slope.

Other improvements as part of the larger \$50 million project include the addition of 21,000 square feet of plantings and lawn; 32,000 square feet of permeable paving; a cafe with a green roof, an 11,600 square foot programmable and illuminated fountain, and two glass-covered stairways connecting the street level to the underground concourse.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CON	CTDG		6,486			0	
CON	341		1,600			0	
CON	1514 BO		387			0	
CON	LOCAL		13			0	
CON	CTDG			6,732		0	
CON	CTDG				1,782	0	
		<b>0</b>	<b>8,486</b>	<b>6,732</b>	<b>1,782</b>	<b>0</b>	
		<b>Total FY2011-2014</b>				<b>17,000</b>	
		<b>Later FYs Total:</b>					<b>0</b>

## Pennsylvania - Transit Program

### Pottstown

MPMS# 59935

**Capital Operating Assistance - Pottstown Area Rapid Transit (PART)**

AQ Code M1

**LIMITS** Pottstown Borough

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

Adding Subcorr(s): 9A

**MUNICIPALITIES:** Pottstown Borough

**PROJECT MANAGER:**

*No Let Date*

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY11 - FY14 include:

FY 2011

\$100,000 PTAF funds will be used to supplement the construction of an existing ARRA project which includes improvements to an existing transit canopy, streetscaping, repaving, electrical upgrades, structural reinforcements, and driveway reconstruction.

FY2013

\$500,000 PTAF funds will be used to purchase a new bus

FY2014

\$72,000 PTAF funds will be used to purchase a new paratransit van

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	836				0
OP	CB	447				0
OP	LOCAL	472				0
OP	5307		836			0
OP	CB		447			0
OP	LOCAL		472			0
OP	5307			836		0
OP	CB			447		0
OP	LOCAL			472		0
OP	5307				836	0
OP	CB				447	0
OP	LOCAL				472	0
CAP	ACT26	100				0
CAP	ACT26			500		0
CAP	ACT26				72	0
		<b>1,855</b>	<b>1,755</b>	<b>2,255</b>	<b>1,827</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>7,692</b>		

## Pennsylvania - Transit Program

### SEPTA

**MPMS# 15407** *Villanova Intermodal Station Accessibility SR:0030*

**AQ Code A2** **LIMITS** Villanova Station in Montgomery County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Radnor Township

Not SOV Capacity Adding

**PROJECT MANAGER:** FLEX

*No Let Date*

Adding Subcorr(s): 2C, 7B

This project will include design and the construction of a pedestrian crossing to the east of the Villanova Station; elevators and high level platforms will be constructed on each side of the tracks to allow complete access to both sides of the rail line. Design will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks.

Unobligated carryover from SAFE-TEA LU Earmarks are as follows:

FY 2009 - \$905,573  
 FY 2008 - \$1,583,083  
 FY 2008 - \$2,380,000 (Highway Flex)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	FLEX	1,904				0
ERC	5309-B	725				0
ERC	5309-B	1,266				0
ERC	LOCAL	317				0
ERC	LOCAL	181				0
ERC	LOCAL	476				0
		<b>4,869</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>4,869</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 59966

**Capital Asset Lease Program**

AQ Code M4

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

*No Let Date*

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: copier leases, warehouse facilities, communications, antennas and radios, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

The FY11 State and Local match will be funded by Toll Credits: anticipated toll match for \$15,653,000 FTA Section 5309 funds is \$3,913,000 Toll Credits; anticipated toll match for \$11,252,000 FTA Section 5307 funds is \$2,813,000 Toll Credits.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAL	5307	11,252				0
CAL	TOLL					0
CAL	TOLL					0
CAL	5309	15,653				0
CAL	5307		8,537			0
CAL	5309		12,621			0
CAL	1517		5,289			0
CAL	5307			12,028		0
CAL	5309			12,028		0
CAL	1517			5,820		0
CAL	LOCAL			194		0
CAL	5307				12,438	0
CAL	5309				12,438	0
CAL	1517				6,019	0
CAL	LOCAL				200	0
CAL	5307					7,803
CAL	5309					5,163
CAL	LOCAL					6,299
		<b>26,905</b>	<b>26,447</b>	<b>30,070</b>	<b>31,095</b>	<b>Later FYs Total: 19,265</b>
		<b>Total FY2011-2014</b>		<b>114,517</b>		



## Pennsylvania - Transit Program

### SEPTA

**MPMS# 59973**      **Utility Fleet Renewal Program - Non Revenue Vehicles**

**AQ Code M2**      **LIMITS** System-wide

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding      **MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle by vehicle basis, contingent on the vehicle's age, condition, and usage. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307			3,200		0
CAP	1514 BO			774		0
CAP	LOCAL			26		0
CAP	5307				3,200	0
CAP	1514 BO				774	0
CAP	LOCAL				26	0
CAP	5307					3,200
CAP	1514 BO					774
CAP	LOCAL					26
		<b>0</b>	<b>0</b>	<b>4,000</b>	<b>4,000</b>	<b>Later FYs Total: 4,000</b>
		<b>Total FY2011-2014</b>		<b>8,000</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60255

#### Regional Rail Signal Modernization Program

AQ Code M6

**LIMITS** System-wide railroad facilities

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This project provides for the modernization of the signal system for the Cynwyd Line, Norristown Line, Chestnut Hill East Line, and Chestnut Hill West Line. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

This project will also include the implementation of a Positive Train Control System (PCT), which was mandated under the Railroad Safety Improvement Act of 2008.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality by providing enhanced passenger safety and a more reliable and maintainable operation. In addition, these infrastructure improvements will expand opportunities to increase overall travel speed and reduce travel time, while improving overall operational safety.

Similar improvements were recently completed on the Glenside to Lansdale portion of the Lansdale-Doylestown Line. This project will bring the Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Rail Lines into compliance with the Railroad Safety Act requirements.

In total, 50 track miles of the signal system will be replaced by this multi-year project.

Projects include but are not limited to:

- Chestnut Hill East Signals and ROW improvements - \$8.5 million (Prior Years & FY 2011, FY 2012)
- Norristown Line Signals and ROW improvements - \$23.2 million (FY 2011, 2012, 2013, 2014)
- Cynwyd Line Signals and ROW improvements - \$8.2 million (FY 2011, 2012, 2013, 2014)
- Chestnut Hill West Signals, interlocking, and ROW improvements - \$8.9 million (FY 2012, 2013, 2014)
- Positive Train Control (PTC) System - \$94 million (Prior Years, FY 2011, 2012, 2013, 2014)

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	LOCAL					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	5307	1,400				0
CAP	5309	14,262				0
CAP	1514 BO	3,789				0
CAP	LOCAL	126				0
CAP	5309		27,060			0
CAP	1514 BO		6,547			0
CAP	LOCAL		219			0

## Pennsylvania - Transit Program

### SEPTA

CAP	5309		32,743		0	
CAP	1514 BO		7,927		0	
CAP	LOCAL		263		0	
CAP	5309			31,710	0	
CAP	1514 BO			7,672	0	
CAP	LOCAL			256	0	
CAP	5307				1,035	
CAP	5309				2,965	
CAP	1514 BO				250	
CAP	1514 BO				717	
CAP	LOCAL				24	
CAP	LOCAL				8	
		19,577	33,826	40,933	39,638	Later FYs Total: 4,999
		<b>Total FY2011-2014</b>		<b>133,974</b>		

#### MPMS# 60271

AQ Code M8

Not SOV Capacity  
Adding

#### Station Accessibility Program - ADA Compliance

LIMITS System-wide

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

#### PROJECT MANAGER:

No Let Date

This project provides for the continuation of SEPTA's efforts to improve system accessibility at railroad and rail transit stations as part of compliance with the Americans with Disabilities Act (ADA). The site currently being funded is the Race-Vine Station on the Broad Street Subway Line. The selection of the site was based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC).

The total cost of this project is \$8,407,000.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
CON	5307TE	1,006				0
CON	1514 BO	243				0
CON	LOCAL	8				0
CON	5307TE		1,035			0
CON	5309		2,645			0
CON	1514 BO		890			0
CON	LOCAL		30			0
CON	5307			193		0
CON	1514 BO			47		0
CON	LOCAL			2		0
		1,257	4,600	242	0	Later FYs Total: 0
		<b>Total FY2011-2014</b>		<b>6,099</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60275

**Debt Service**

AQ Code M1

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

**PROJECT MANAGER:**

*No Let Date*

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The Fiscal Year 2011 annual element will provide funds for the following debt service payments:

- Payments on Special Revenue Bonds, Series 1999, which were issued on February 23, 1999. These bonds provided funds for the Market-Frankford Subway Elevated cars, various capital improvement projects, and partial refunding of Series 1995A Bonds at favorable rates to SEPTA. (Normal Replacement and State of Good Repair)

- Payments on Variable Rate Revenue Refunding Bonds, Series 2007. The Variable Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements. (Normal Replacement and System Improvement)

Payment on the Series FY 2011 bonds. The FY 2011 are being used for the procurement of 120 new railcars (the Silverliner Vs) and for the rehabilitation of the Wayne Junction Intermodal Facility.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
DS	5309	16,011				0
DS	PTAF 44	34,788				0
DS	1517	3,874				0
DS	LOCAL	129				0
DS	5309		13,680			0
DS	PTAF 44		34,597			0
DS	1517		3,309			0
DS	LOCAL		112			0
DS	LOCAL		1,193			0
DS	PTAF 44			34,361		0
DS	5309			13,680		0
DS	1517			3,309		0
DS	LOCAL			1,185		0
DS	LOCAL			112		0
DS	PTAF 44				34,276	0
DS	5309				13,680	0
DS	1517				3,309	0
DS	LOCAL				1,182	0
DS	LOCAL				112	0
DS	PTAF 44					34,080
DS	5309					13,680
DS	LOCAL					1,175
DS	LOCAL					112
		<b>54,802</b>	<b>52,891</b>	<b>52,647</b>	<b>52,559</b>	<b>Later FYs Total: 49,047</b>
		<b>Total FY2011-2014</b>		<b>212,899</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60286

**SEPTA Bus Purchase Program - 40'**

AQ Code M10

**LIMITS** System-wide

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. On September 27, 2007, the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 forty-foot low-floor hybrid (diesel/electric) transit buses with an option to purchase an additional 80 buses. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. This program will replace buses at the rate of 100 buses per year with an option of up to 20 additional buses per year through 2011.

In February 2009, the SEPTA Board approved the exercise of two of the 20 base order options, which are being primarily funded with American Recovery and Reinvestment Act (ARRA) transit stimulus funding. These buses will be delivered in 2009 and 2010, respectively. The addition of 440 hybrid buses to the initial fleet of 32 hybrids purchased in 2003, will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six year and 4) Introduction of new technology to the fleet.

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the new buses. Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307					0
PUR	5307ER					0
PUR	5340ER					0
PUR	5308					0
PUR	CB					0
PUR	CB					0
PUR	LOCAL					0
PUR	LOCAL					0
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307	26,418				0
PUR	1514 BO	6,391				0
PUR	LOCAL	213				0
		<b>33,022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>33,022</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60317

**Federal Preventive Maintenance**

AQ Code M1

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	8,195				0
OP	5309	26,405				0
OP	LOCAL	8,650				0
OP	5307		15,207			0
OP	5309		19,465			0
OP	LOCAL		8,668			0
OP	5307			15,074		0
OP	5309			19,526		0
OP	LOCAL			8,650		0
OP	5307				19,789	0
OP	5309				14,811	0
OP	LOCAL				8,650	0
OP	5307					19,789
OP	5309					14,811
OP	LOCAL					8,650
		<b>43,250</b>	<b>43,340</b>	<b>43,250</b>	<b>43,250</b>	<b>Later FYs Total: 43,250</b>
		<b>Total FY2011-2014</b>		<b>173,090</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60557

**System Improvements**

AQ Code M6

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project will provide for the development, design and implementation of system improvements within the five county area. Capital improvements to the infrastructure are required in order to carry out many of the business goals and objectives of the Authority. System improvements are defined as projects which expand or improve operations, or which add new system capabilities or service.

Projects include but are not limited to:

- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - \$4,400,000 (FY 2011, 2012, 2013, 2014)
- Route 101/102 Trolley Lines Positive Train Control (PTC) System - \$42 million (FY 2011, 2012 & Later Fiscal Years)
- Radio Narrowbanding - \$3,736,000 (Prior Years, FY 2011, FY 2012)
- Route 13 Chester Avenue - \$1,021,990 (FY 2011)
- Street Track - \$538,522 (FY 2011)
- Girard Avenue Route 15 Trolley Trackage and Wire Relocation Project - \$2,690,000 (FY 2012 & 2013)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307	960				0
CAP	5309	2,568				0
CAP	1514 BO	854				0
CAP	LOCAL	29				0
CAP	5307		1,600			0
CAP	5309		3,698			0
CAP	1514 BO		1,282			0
CAP	1517		2,223			0
CAP	LOCAL		43			0
CAP	5307			800		0
CAP	1514 BO			194		0
CAP	LOCAL			6		0
CAP	5307				800	0
CAP	1514 BO				194	0
CAP	LOCAL				6	0
CAP	5307					800
CAP	5309					32,400
CAP	1514 BO					8,033
CAP	LOCAL					296
		<b>4,411</b>	<b>8,846</b>	<b>1,000</b>	<b>1,000</b>	<b>Later FYs Total: 41,529</b>
		<b>Total FY2011-2014</b>		<b>15,257</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60571 **Environmental Cleanup and Protection Program**

AQ Code S2 **LIMITS** System-wide

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

The Environmental Clean Up and Protection Program provides for the removal of PCBs and asbestos in shops, garages, buildings, and substations.

Additional elements will consist of environmental cleanup at locations within SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions, as well as locations where SEPTA has been assigned a portion of the cleanup costs by government agencies.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	1514 BO	484				0
CON	LOCAL	16				0
CON	1514 BO		484			0
CON	LOCAL		16			0
CON	1514 BO			484		0
CON	LOCAL			16		0
CON	1514 BO				484	0
CON	LOCAL				16	0
CON	1514 BO					484
CON	LOCAL					16
		<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>Later FYs Total: 500</b>
		<b>Total FY2011-2014 2,000</b>				



## Pennsylvania - Transit Program

### SEPTA

MPMS# 60574

**Paoli Transportation Center**

AQ Code 20130

**LIMITS** Paoli Transportation Center in Chester County

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding

**MUNICIPALITIES:** Tredyffrin Township

**PROJECT MANAGER:**

LRPID:E

No Let Date

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The project includes the construction of an intermodal station facility including the reconfiguration of track/interlocking west of the station to accommodate the platforms for the new transportation center. This project also provides for high-level platforms, a waiting area, ticket office and passenger amenities; construction of a 1,200-space new commuter parking facility; reconfiguration of access roads and entrances to the station; and construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

Unobligated carryover from SAFETEA-LU earmarks are as follows:

FY 2009: \$1,311,200

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	5309-B	823				0	
ERC	5309-B	226				0	
ERC	LOCAL	206				0	
ERC	LOCAL	56				0	
		<b>1,311</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2011-2014</b>				<b>1,311</b>	
						<b>Later FYs Total: 0</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60582

**Vehicle Overhaul Program**

AQ Code M3

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the major overhaul of SEPTA's rolling stock and for specialized vehicle overhauls conducted in addition to the general overhaul effort. The project will address critical items and vehicle equipment upgrades and modifications which are accomplished on a fleet wide basis.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307	32,933				0
CAP	5309	16,355				0
CAP	1514 BO	7,967				0
CAP	1514 BO	3,956				0
CAP	LOCAL	132				0
CAP	LOCAL	267				0
CAP	5307		25,999			0
CAP	5309		16,481			0
CAP	1514 BO		24,141			0
CAP	LOCAL		410			0
CAP	5307			26,595		0
CAP	5309			22,121		0
CAP	1514 BO			16,305		0
CAP	LOCAL			423		0
CAP	5307				31,440	0
CAP	5309				23,440	0
CAP	1514 BO				13,278	0
CAP	LOCAL				442	0
CAP	5307					28,160
CAP	5309					20,160
CAP	1514 BO					11,690
CAP	LOCAL					390
		<b>61,610</b>	<b>67,031</b>	<b>65,444</b>	<b>68,600</b>	<b>Later FYs Total: 60,400</b>
		<b>Total FY2011-2014</b>		<b>262,685</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60599

**Paratransit Vehicle Purchase**

AQ Code M10

LIMITS System-wide

Not SOV Capacity  
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life and will increase the size of the fleet for improved service. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307	3,869				0
PUR	1514 BO	936				0
PUR	LOCAL	32				0
PUR	5307		4,000			0
PUR	1514 BO		968			0
PUR	LOCAL		31			0
PUR	5307			3,520		0
PUR	1514 BO			852		0
PUR	LOCAL			28		0
PUR	5307				3,760	0
PUR	1514 BO				910	0
PUR	LOCAL				30	0
PUR	5307					22,320
PUR	1514 BO					5,400
PUR	LOCAL					178
		<b>4,837</b>	<b>4,999</b>	<b>4,400</b>	<b>4,700</b>	<b>Later FYs Total: 27,898</b>
		<b>Total FY2011-2014</b>		<b>18,936</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60611

**Fare Collection System/New Payment Technologies**

AQ Code M5

**LIMITS** System-wide

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

LRPID:B

No Let Date

The New Payment Technology Project will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience of fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include improvements to the payment and collection procedures for SEPTA's Customer Community Transportation (CCT) operation and parking operations. Computer equipment and software systems will be replaced to support the enhanced system-wide fare collection system.

Control, accountability and reconciliation will be made an integral part of the new fare collection system. The introduction of new fare collection technology will attract riders to the system and facilitate more accurate gathering of ridership and revenue information. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly throughout the transit network.

Companion projects supporting this project include: Bus and trolley farebox upgrade, Market-Frankford and Broad Street Lines fiber optics improvements, and design of fare line and cashier booth modifications at ten high ridership locations.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307			4,959		0
CON	5309			4,959		0
CON	CB			2,399		0
CON	LOCAL			80		0
CON	5307				3,214	0
CON	5309				3,214	0
CON	CB				1,555	0
CON	LOCAL				52	0
CON	5307					52,554
CON	CB					12,714
CON	LOCAL					423
		<b>0</b>	<b>0</b>	<b>12,397</b>	<b>8,035</b>	<b>Later FYs Total: 65,691</b>
		<b>Total FY2011-2014</b>		<b>20,432</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60629

**Job Access and Reverse Commute (JARC) and New Freedom**

AQ Code 20130

**LIMITS** System-wide

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

Job Access and Reverse Commute, and New Freedoms programs provide funds for transportation services for transit dependent populations.

The Southeastern Pennsylvania Job Access and Reverse Commute Initiative is a program that offers a regional approach to job access challenges and human services transportation coordination. The program has two major goals. The first is to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities during both traditional and non-traditional work hours. The second goal of the program is to increase coordination among the transportation providers, human service agencies, employers, the Delaware Valley Regional Planning Commission, the Commonwealth of Pennsylvania, and affected communities and individuals. Job Access projects implement new transportation services or extend existing services to fill the transportation gaps that exist in many areas between where welfare recipients and low-income persons live and employment opportunities. Reverse Commute projects are designed to transport the general public from urban, suburban, and rural areas to suburban employment opportunities.

SEPTA services include new bus routes to employment areas, early morning and late night service on regional rail lines, city and suburban "night owl" bus service, bus route extensions and enhancements, and suburban evening bus service. Subrecipients of JARC funds from SEPTA provide "final link" transportation to locations not easily served by traditional transit or to meet the unique travel requirements of low-income populations in more rural pockets of the Philadelphia region. These partners provide small bus and van service to suburban job centers, reverse commute intra-county service and connecting service from train stations and bus routes to suburban businesses.

Every month, approximately 130,000 trips are made on the Southeastern Pennsylvania regional job access routes.

The New Freedom program provides operating and capital costs for services and public transportation alternatives to assist persons with disabilities. The services must be beyond those required by the Americans with Disabilities Act of 1990 (ADA).

SEPTA service provides travel training for persons with disabilities and capital projects to increase accessibility at key stations. Subrecipients of New Freedom funding also perform travel training for persons with disabilities.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	JARC	3,172				0
OP	FREE	1,168				0
OP	1516	276				0
OP	1516	4,259				0
OP	JARC		2,155			0
OP	FREE		1,347			0
OP	1516		4,259			0
OP	1516		319			0
OP	JARC			2,152		0
OP	FREE			1,323		0
OP	1516			3,700		0
OP	1516			320		0
		<b>8,875</b>	<b>8,080</b>	<b>7,495</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>24,450</b>		

## Pennsylvania - Transit Program

### SEPTA

**MPMS# 60651** *Regional Rail Substation Improvement Program*

**AQ Code M6** **LIMITS** System-wide railroad substations

**IMPROVEMENT:** Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This program provides for improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the replacement of sixteen substations over the next decade and a half, and the construction of a new static frequency converter. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will benefit from enhanced service quality. The first four facilities to be addressed under this program are: 1) Replacement of 30th Street Substation (Sub 1-A); 2) Replacement of Callowhill Substation, 3) Replacement of Jenkintown Substation, and 4) a new static frequency converter adjacent to the Jenkintown Substation. Fiscal Year 2011 funding will be utilized for the completion of the 30th Street Substation.

The 30th Street Substation is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits for SEPTA train service at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Rail Tunnel. Electrical equipment and structural failures at this circa - 1920's facility cause train service delays. A new substation will be constructed within SEPTA's Powelton Yard.

The Callowhill and Jenkintown Substations are two of twelve autotransformer substations that distribute power to Regional Rail lines north of the Center City Commuter Rail Tunnel. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment. Callowhill Substation, which is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel, was replaced by a new facility, Fairmount Substation, which is located near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. Construction of the new Fairmount Substation was substantially completed in October 2009.

The Jenkintown Substation is located just north of Jenkintown Station in Montgomery County at a key juncture of SEPTA's northern Regional Railroad traction power system and will be replaced with a new substation at the same location. The design of Jenkintown Substation improvements commenced in the 3rd quarter of Calendar Year 2008. The planned demolition of the existing Jenkintown Substation facility will make room for the installation of a new Static Frequency Converter facility (SFC). The SFC will supplement SEPTA's existing SFC at Wayne Junction. The SFC will be supplied 60hz power from the adjacent PECO substation and will provide 25hz power to SEPTA's system through the new Jenkintown Substation. The construction phase of these improvements at Jenkintown will not advance until sufficient capital funding is identified.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	5309	2,181				0
CAP	1514 BO	526				0
CAP	LOCAL	17				0
CAP	5309					49,600
CAP	1514 BO					12,186
CAP	LOCAL					214
CON	5307					0
CON	5309					0
CON	CB					0
CON	CB					0
CON	LOCAL					0
CON	LOCAL					0
		2,724	0	0	0	Later FYs Total: 62,000
		Total FY2011-2014		2,724		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 60655

**Levittown Intermodal Facility Improvements (B)**

AQ Code M8

**LIMITS** Levittown station in Bucks County

Not SOV Capacity Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

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

**PROJECT MANAGER:**

*No Let Date*

SEPTA's Levittown Station is served by Bus Route 128 and the Trenton Regional Rail line.

The Levittown Facility Improvements consist of the replacement of the station building at its present site, including a new ticket office, ADA compliant restrooms, signage and lighting; construction of inbound and outbound high-level platforms, with low level extensions; ADA accessibility improvements, including tactile warning tiles, ramps, railings and lighting; sump pump replacement; construction of a new bus loop and bus shelters, and reconfiguration of the parking lot to accommodate bus access. In addition, a new pedestrian overpass with elevators will be installed. This project will also include intersection improvements at Fallsington Avenue, and the elimination of Canal Street, which runs through the inbound parking lot at Levittown Station. The elimination of Canal Street will consolidate the lot, and allow for safer vehicle circulation and better bus and intermodal transfers.

Unobligated carryover from SAFETEA-LU earmarks are as follows:

FY 2009: \$2,350,200

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	823				0
ERC	5309-B	677				0
ERC	5309-B	380				0
ERC	LOCAL	206				0
ERC	LOCAL	95				0
ERC	LOCAL	169				0
		<b>2,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>2,350</b>		

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Transit Program

### SEPTA

MPMS# 77180

**State of Good Repair**

AQ Code M8

**LIMITS** System-wide

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Currently programmed projects include:

- Frankford & Elmwood Fire Suppression - \$3,960,000 (Prior Years, FY 2011, 2012)
- Norristown High Speed Line Retaining Wall - \$1,000,000 (FY 2011)
- Roof Replacement at Roberts Yard and Wayne Junction - \$717,343 (FY 2011)
- Transit Asset Management System - \$8,000,000 (FY 2011)
- Norristown High Speed Line 69th Street Platform Project - \$1,500,000 (FY2012)

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5309	2,694				0
CAP	5309-C	6,400				0
CAP	1514 BO	652				0
CAP	1514 BO	1,548				0
CAP	LOCAL	22				0
CAP	LOCAL	52				0
CAP	5307		3,736			0
CAP	1514 BO		904			0
CAP	1517		1,500			0
CAP	LOCAL		30			0
		<b>11,368</b>	<b>6,170</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>17,538</b>		



## Pennsylvania - Transit Program

### SEPTA

MPMS# 77183

**Transit and Regional Rail Station Program**

AQ Code M8

**LIMITS** System-wide stations

Not SOV Capacity  
Adding

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Various

**PROJECT MANAGER:**

*No Let Date*

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, and transportation centers. Program elements include the total replacement of all station and loop facility components, as well as projects that significantly rehabilitate stations and loops, such as improvements to, or replacement of, station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths and features. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Projects include but are not limited to:

- 33rd and Dauphin Bus Facility - \$6,250,000 (FY 2012)
- Cheltenham & Ogontz Loop - \$5,034,000 (Prior Years, FY 2011)
- Escalator Program - \$3,129,000 (Prior Years, FY 2011)
- Hatboro Station, Warminster Line - \$4,500,000 (FY 2011, FY 2012, FY 2013)
- Noble Station, West Trenton Line - \$10,000,000 (FY 2011, FY 2012, FY 2013, FY 2014)
- Olney Station, Broad Street Subway - \$3,500,000 (FY 2011, 2012)
- Primos Station, Media-Elywn Line - \$8,500,000 (Prior Years, FY 2011, FY 2012)
- Ryers Station, Fox Chase Line - \$9,500,000 (Prior Years, FY 2011, FY 2012, FY 2013)
- Ardmore Avenue Station, Norristown High Speed Line - \$700,000 (FY 2011)
- Parkside Bus Loop Reconstruction - \$2,200,000 (FY 2011)
- Wayne Junction Intermodal Facility - \$4,975,000 (FY 2011)

Also, included in this programming of projects is the program of Transit Enhancement Funds for the Willow Grove Station Improvement Project in FY 2013 and 2014. This total project cost is \$4,500,000. In addition to FY 2013 and 2014 funding, this project will be funded in later fiscal years.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5307	10,618				0
ERC	1514 BO	2,569				0
ERC	LOCAL	86				0
CON	5309-C	5,740				0
CON	5309	1,200				0
CON	1514 BO	1,389				0
CON	1514 BO	290				0
CON	LOCAL	46				0
CON	LOCAL	10				0
CON	5307		4,005			0
CON	5309-C		5,000			0
CON	5309		5,232			0
CON	1514 BO		968			0
CON	1514 BO		1,210			0
CON	1514 BO		1,266			0
CON	LOCAL		40			0
CON	LOCAL		33			0
CON	LOCAL		42			0
CON	5307TE			1,066		0
CON	5307			5,760		0
CON	1514 BO			1,393		0
CON	1514 BO			258		0
CON	LOCAL			46		0
CON	LOCAL			9		0
CON	5307TE				1,098	0

## Pennsylvania - Transit Program

SEPTA						
CON	5307			648		0
CON	1514 BO			156		0
CON	1514 BO			266		0
CON	LOCAL			5		0
CON	LOCAL			9		0
CON	5307					1,435
CON	1514 BO					347
CON	LOCAL					12
		<b>21,948</b>	<b>17,796</b>	<b>8,532</b>	<b>2,182</b>	<b>Later FYs Total: 1,794</b>
		<b>Total FY2011-2014</b>		<b>50,458</b>		

MPMS# 84642

AQ Code 20200

### Jenkintown Platform and Garage Project

**LIMITS** Jenkintown station in Montgomery County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

The Jenkintown Station is served by SEPTA's Suburban Bus Routes 77; and SEPTA's Airport, Warminster, West Trenton, and Lansdale/Doylestown Regional Rail Lines. The feasibility study performed by the Hiller Group, in conjunction with Cheltenham Township, Borough of Jenkintown, Montgomery County Planning Commission, Delaware Valley Regional Planning Commission and SEPTA, included the design and construction of a multi-level 700 space parking garage at Jenkintown Station. The existing 543 parking lot is currently at capacity, and cannot be expanded further due to physical constraints of the site. Most parking spaces are filled by early morning by the commuter transit passengers, leaving little or no parking spaces for other passengers. The additional parking between bus and rail will encourage greater usage of public transportation. Jenkintown Station is spanned by the Greenwood Avenue Bridge, which is scheduled for replacement by PennDOT. SEPTA's proposed construction of a parking garage and platform reconstruction work will be done in conjunction with the replacement of the Greenwood Avenue Bridge by PennDOT. SEPTA has obligated SAFETEA-LU earmarks to advance the design phase of the parking garage. In addition to the parking garage, SEPTA will be installing a new high level platform at Jenkintown Station, beginning at the station canopies, moving southbound to where the new parking garage will be located.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2009: 1,410,750

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	1,129				0
ERC	LOCAL	282				0
		<b>1,411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>1,411</b>		

## Pennsylvania - Transit Program

### SEPTA

**MPMS# 84643** **Malvern Station and Pedestrian Tunnel Improvements**

**AQ Code M8** **LIMITS** Malvern station in Chester County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This project consists of the construction of a new pedestrian underpass with concrete steps on the inbound and outbound sides, new lighting, intertrack fencing, and related exterior improvements at the Malvern Station, including expansion and improvements to the existing parking lot. All work will be completed in accordance with ADA requirements.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CON	5309	1,148				0	
CON	1514 BO	279				0	
CON	LOCAL	9				0	
		1,436	0	0	0	0	
		<b>Total FY2011-2014</b>				<b>1,436</b>	
						<b>Later FYs Total: 0</b>	

**MPMS# 87176** **69th Street Intermodal Parking Garage**

**AQ Code 20130** **LIMITS** At 69th Street in Delaware County

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:** Upper Darby Township

**PROJECT MANAGER:**

*No Let Date*

The overall project scope includes design and third party construction of an approximately 425-space parking garage, including ADA accessibility improvements and pedestrian connections between the new garage and the existing building. It will be built on the existing surface parking lot at SEPTA's 69th Street Intermodal Facility. In addition to the spaces in the parking garage, there will be approximately 87 additional surface lot spaces available when the surface lot is rebuilt. The construction of this garage will provide for increased ridership in the SEPTA routes served by the 69th Street Terminal. The 69th Street Terminal is an intermodal transportation facility which serves as a terminus for SEPTA customers using the Market-Frankford Subway Elevated Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. A portion of the new parking facilities will also serve retail customers during nights and weekends.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2008: \$2,503,699

FY 2009: \$1,603,600

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	5309-B	903				0	
ERC	5309-B	380				0	
ERC	5309-B	1,603				0	
ERC	5309-B	400				0	
ERC	LOCAL	225				0	
ERC	LOCAL	95				0	
ERC	LOCAL	401				0	
ERC	LOCAL	100				0	
		4,107	0	0	0	0	
		<b>Total FY2011-2014</b>				<b>4,107</b>	
						<b>Later FYs Total: 0</b>	

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90497

**Infrastructure Safety and Renewal Program - Tracks**

AQ Code M9

**LIMITS** System-wide tracks

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of track projects to be funded under this program:

Projects include but are not limited to:

- 63rd Street Track Renewal (FY 2011)
- 69th Street Storage (FY 2011)
- Chestnut Hill East Line Tie, Surface & Brush (FY 2011)
- Curve Worn Rail Replacement (FY 2011)
- High Speed Special Work Renewal (FY 2011)
- Medial Line Tie, Surface & Brush (FY 2011)
- Regional Rail Grade Crossing Renewal Program (FY 2011)
- Regional Rail Under Grade Bridge - Timber Deck Renewals (FY 2011)
- Route 15 Turnback - \$3,000,000 (FY 2011)
- Silverliner V Passenger Boarding Project - \$2,000,000 (Prior Years, FY 2011)
- Steel Wheel Maintenance Equipment - \$3,500,000 (Prior Years, FY 2011)
- Walnut Interlocking - \$9,580,000 (FY 2011)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	15,306				0
ERC	LOCAL	524				0
ERC	1514 BO		11,852			0
ERC	LOCAL		395			0
ERC	1514 BO			11,852		0
ERC	LOCAL			395		0
ERC	1514 BO				11,852	0
ERC	LOCAL				395	0
		<b>15,830</b>	<b>12,247</b>	<b>12,247</b>	<b>12,247</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>52,571</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90509

AQ Code M8

#### Infrastructure Safety and Renewal Program - Building and Bridges

**LIMITS** System-wide building and bridges

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of Building and Bridge projects to be funded under this program:

Projects include but are not limited to:

- 8th & Market Street Station, Broad Street Subway Spur - \$3,000,000 (Prior Years, FY 2011)
- Ambler Station, Lansdale/Doylestown Line - \$8,000,000 (Prior Years, FY 2011)
- Bridge Rehabilitation Program (FY 2011)
- Broad & Lehigh Boiler Replacement (FY 2011)
- Chestnut Hill West Bridge Design - \$1,100,000 (Previous Years & FY 2011)
- Critical Catenary Structural Rehabilitation Program (FY 2011)
- East Falls Station, Norristown Line - \$10,000,000 (FY 2013, 2014, Later Years)
- Fall Arrest System - Roberts Yard (FY 2011)
- Fern Rock Station Improvements (FY 2011)
- Garage/Shop Improvements - Woodland Electronic Shop (FY 2011)
- Platform Improvements Program (FY 2011)
- Roslyn Station, Warminster Line - \$5,500,000 (FY 2012, FY 2013, FY 2014)
- Route 101/102 Trolley Lines Station Program - \$2,500,000 (FY 2011)
- Secane Station, Media-Elwyn Line - \$25,000,000 - (FY 2011, Later Years)
- Sewage Ejector Replacement Program (FY 2011)
- Station Canopy / Shelter Improvement Program (FY 2011)
- Station Entrance Improvements (FY 2011)
- Station/Tunnel Lighting (FY 2011)
- Susquehanna/Dauphin Station Improvements (Design) (FY 2011)
- Temple Station Improvements Program (FY 2011)
- Vent Well and Emergency Exit Program (FY 2011)
- Wilmington Line Station Improvements Program (FY 2011)
- Wyoming Station, Broad Street Subway - \$3,500,000 (FY 2013, 2014, Later Years)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	13,039				0
ERC	LOCAL	463				0
ERC	1514 BO		4,818			0
ERC	LOCAL		147			0
ERC	1514 BO			12,607		0
ERC	1517			508		0
ERC	LOCAL			408		0
ERC	1514 BO				19,467	0
ERC	1517				395	0
ERC	LOCAL				618	0
		<b>13,502</b>	<b>4,965</b>	<b>13,523</b>	<b>20,480</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>52,470</b>		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90512

#### SEPTA Bus Purchase Program

AQ Code M10

LIMITS System-wide

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. The funding in this MPMS is for the upcoming procurement (MPMS #60286 contains previous procurement) of approximately 200 60' buses to replace the current fleet of 60' diesel buses. Also this project will include replacement of ninety 40-foot diesel buses with ninety 40-foot hybrid buses.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six year and 4) Introduction of new technology to the fleet.

State (1514 Bond) funds programmed in FY12 (\$4,133,000), FY13 (\$4,133,000), and FY14 (\$4,133,000) will be applied as a state match for the FLEX funds programmed in FY12, FY13, and FY14 of MPMS# 65109.

Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307		30,285			0
PUR	5309-C		15,000			0
PUR	5308		5,000			0
PUR	1514 BO		538			0
PUR	1514 BO		4,133			0
PUR	1514 BO		3,629			0
PUR	1514 BO		7,327			0
PUR	LOCAL		121			0
PUR	LOCAL		244			0
PUR	LOCAL		18			0
PUR	5307			23,832		0
PUR	1514 BO			4,133		0
PUR	1514 BO			5,766		0
PUR	LOCAL			192		0
PUR	5307				28,365	0
PUR	1514 BO				6,863	0
PUR	1514 BO				4,133	0
PUR	LOCAL				229	0
PUR	5307					32,000
PUR	1514 BO					7,743
PUR	LOCAL					257
PUR	5307					28,000
PUR	1514 BO					6,774

## Pennsylvania - Transit Program

### SEPTA

PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
PUR	5307				28,000		
PUR	1514 BO				6,774		
PUR	LOCAL				226		
		<b>0</b>	<b>66,295</b>	<b>33,923</b>	<b>39,590</b>	<b>Later FYs Total:</b>	<b>215,000</b>
		<b>Total FY2011-2014</b>		<b>139,808</b>			

MPMS# 90515  
AQ Code M6

#### Infrastructure Safety and Renewal Program - Communication and Signals

**LIMITS** System-wide communication and signals

**IMPROVEMENT:** Transit Improvements

**MUNICIPALITIES:**

**PROJECT MANAGER:**

*No Let Date*

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of communication and signal projects to be funded under this program:

Projects include but are not limited to:

- Broad Street Subway Signal Modernization Project (FY 2011)
- Communication & Signals Cable Replacement Program (FY 2011)
- Doylestown Line Signals and ROW Improvements - \$19,682,000 (Prior Year, FY 2011, FY 2012)
- Electric Switch Heater Upgrade Project (FY 2011)
- Fiber Optics, Phase II - \$9,770,000 (Prior Year, FY 2011)
- Fiber Optic RTU Control Project (FY 2011)
- PA Modernization Project (FY 2011)
- BIV Car Control Box Replacement - \$12,866,000 (Prior Years, FY 2011)
- Warminster Line Signals and ROW Improvements - \$13,100,000 (Prior Year, FY 2011)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	1514 BO	12,665				0	
ERC	1517	708				0	
ERC	LOCAL	442				0	
ERC	1514 BO		5,789			0	
ERC	LOCAL		192			0	
ERC	1514 BO			11,631		0	
ERC	LOCAL			387		0	
ERC	1514 BO				9,831	0	
ERC	LOCAL				327	0	
		<b>13,815</b>	<b>5,981</b>	<b>12,018</b>	<b>10,158</b>	<b>Later FYs Total:</b>	<b>0</b>
		<b>Total FY2011-2014</b>		<b>41,972</b>			

## Pennsylvania - Transit Program

### SEPTA

MPMS# 90528

AQ Code M9

#### Infrastructure Safety and Renewal Program - Power

LIMITS System-wide power

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of power projects to be funded under this program:

Projects include but are not limited to:

- AC Cable Replacement Program (FY 2011)
- 4/0 Trolley Wire Replacement Program (FY 2011)
- DC Traction Power Cable Replacement Program (FY 2011)
- Duct Bank Replacement Program (FY 2011)
- Manhole Rehabilitation Program (FY 2011)
- MFSE Sectionalizing Switch Improvement Program (FY 2011)
- NHSL Power and Lighting System Improvement Program (FY 2011)
- Route 15 Sectionalizing Program (FY 2011)
- Substation Improvement Program (FY 2011)
- Trackless Trolley Power System Upgrade Program (FY 2011)

Regional Rail Projects:

- Chestnut Hill East Line Catenary Construction Wind Interlocking (FY 2011)
- Chestnut Hill West Line Sectionalizing Switch / RTU / SI Replacement Program (FY 2011)
- Cynwyd Line Catenary Modernization Program (FY 2011)
- Doylestown Line Catenary Construction - Link Siding (FY 2011)
- Doylestown Line Catenary Construction - Long Siding & Yard Tracks (FY 2011)
- Media Line Catenary Modernization - Cane to Swarthmore Arsenal Feeder Relocation (FY 2011)
- Paoli/Thorndale Line Catenary Modernization Program (FY 2011)
- West Trenton Catenary Construction (FY 2011)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 BO	6,816				0
ERC	LOCAL	227				0
ERC	1514 BO		6,816			0
ERC	LOCAL		227			0
ERC	1514 BO			6,816		0
ERC	LOCAL			227		0
ERC	1514 BO				6,816	0
ERC	LOCAL				227	0
		<b>7,043</b>	<b>7,043</b>	<b>7,043</b>	<b>7,043</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>28,172</b>		



## Pennsylvania - Transit Program

### SEPTA

MPMS# 90600

SEPTA Reserve Line Item

AQ Code X

LIMITS

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

SEPTA's line item to be used for the balancing of transit funds.

		TIP Program Years (\$ 000)				
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ADM	1517	5,445				0
ADM	LOCAL	181				0
ADM	5309		48			0
ADM	1514 BO		12			0
ADM	LOCAL		178			0
		5,626	238	0	0	Later FYs Total: 0
		Total FY2011-2014		5,864		

MPMS# 92304

Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA

AQ Code M10

LIMITS Bucks County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project will include the purchase of seven CNG buses to be utilized by TMA Bucks in the operation of their shuttle services. This project received \$475,000 in discretionary funding through the Federal Clean Fuels Grant Program in FY08. Local match (\$119,000) will be provided by TMA Bucks.

SEPTA will be the designated recipient of the federal funds for this project.

		TIP Program Years (\$ 000)				
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5309-B	475				0
PUR	LOCAL	119				0
		594	0	0	0	Later FYs Total: 0
		Total FY2011-2014		594		

## Pennsylvania - Transit Program

### SEPTA

MPMS# 94805  
AQ Code M6

#### Energy Wayside Storage

#### LIMITS

IMPROVEMENT: Transit Improvements

#### MUNICIPALITIES:

#### PROJECT MANAGER:

No Let Date

The grant will fund the purchase of a battery storage device, which will be integrated with SEPTA's propulsion system at a substation to allow the capture, storage, and reuse of regenerated energy created by braking trains along the line. In addition to reducing electricity consumption from propulsion power demand, the grant will also allow SEPTA to leverage the newly stored energy as a source of additional economic value. SEPTA will partner with a smart grid services provider to strategically sell stored energy back to the electricity grid, improving the return-on-investment of the project as a whole. The storage device is anticipated to reduce energy consumption by 16 percent.

Energy Wayside Storage market Street Line - TIGGER (Transit Investment for Greenhouse Gas and Energy Reduction) - 88P.L. 111-68. Project Received 2011 competitive TIGGER funding (88 P.L. 111-68)  
Project involves TIGGER funding for a energy wayside storage proje3ct on the Market Street line.

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	DEMO		1,440			0
CON	1514 BO		348			0
CON	LOCAL		12			0
		<b>0</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>Later FYs Total: 0</b>
		<b>Total FY2011-2014</b>		<b>1,800</b>		

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**DVRPC FY2011**  
**Transportation Improvement**  
**Program for Pennsylvania**

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**Pennsylvania**  
**Statewide Interstate**  
**Management Program**



## Pennsylvania - Interstate Management Program

### Philadelphia

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

**AQ Code 2020M** **LIMITS** Levick St. to Bleigh Ave.

**IMPROVEMENT:** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** W/EE

LRPID:08

No Let Date

Adding Subcorr(s):  
4B

Reconstruct 8 bridges and 1.2 miles of roadway. 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 mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction. 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.

Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$1 billion will provide for the repair, reconstruction and restoration of this major facility built in the 1960's. This project is integral to the Delaware Valley Freight Corridors Initiative. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	IM	8,000												
		8,000	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2011-2014</b>			<b>8,000</b>	<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47811

**I-95, Orthodox Street to Levick Street (BSR) - Design(IMP) SR:0095**

AQ Code 2020M

**LIMITS** Orthodox Street to Levick Street

**IMPROVEMENT:** Bridge Repair/Replacement

Major SOV Capacity  
Adding Subcorr(s):  
4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** AECOM/MG

LRPID:65

No Let Date

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides for design of I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, and will eliminate the lane drop at the James St. Ramp in the southbound direction and will eliminate 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.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	IM		2,800										
FD	581-IM		312										
FD	IM				12,500								
FD	581-IM				1,388								
ROW	IM					22,776							
ROW	581-IM					2,531							
UTL	IM					17,082							
UTL	581-IM					1,898							
CON	IM									346,377			
CON	581-IM									38,486			

# DVRPC FY 2011-2014 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

0	3,112	0	13,888	44,287	0	0	0	384,863	0	0	0
Total FY2011-2014		17,000		Total FY2015-2018		44,287		Total FY2019-2022		384,863	

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47812

**I-95, Betsy Ross Interchange (BRI) - Design(IMP) SR:0095**

AQ Code 2020M

**LIMITS** W heatsheaf Lane to Orthodox Street

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity  
Adding Subcorr(s):  
4B

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** W/EE

LRPID:65

No Let Date

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides for the design of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the W heatsheaf 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 W heatsheaf 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)

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	9,984											
FD	581-IM	2,496											
ROW	IM	2,808											
ROW	581-IM	312											
UTL	IM	1,080											
UTL	SXF	5,280											
UTL	581-IM	1,440											
		<b>23,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2011-2014</b>			<b>23,400</b>	<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79683**

**AQ Code** 2020M

Major SOV Capacity

Adding Subcorr(s):

4B, 5G

**Cottman-Princeton Local Street Improvements/ Ramps (CP1)(IMP)**

**LIMITS** Unruh Avenue to Bleigh Avenue

**IMPROVEMENT:** Roadway New Capacity

**MUNICIPALITIES:** Philadelphia City

**PROJECT MANAGER:** DMJM/PS

No Let Date

This project is a component of the Statewide Interstate Management Program (IMP).

The project provides for surface streets, several ramps, and utility relocations. Ramp work includes: Ramp E (SB on-ramp at Longshore Avenue); Ramp C (NB on-ramp at Princeton Avenue); Ramp C Spur from Milnor Street; and Ramp A (SB on-ramp at Princeton Avenue) removal. Surface street work includes; widening and reconstruction of Cottman Avenue from Torresdale Avenue to State Road (existing S.R. 6073, proposed S.R. 73); widening and reconstruction of State Road (existing S.R. 6073, proposed S.R. 73) from Princeton Avenue to Cottman Avenue, rehabilitating Princeton Avenue from Torresdale Avenue to State Road (existing S.R. 73, proposed S.R. 1010) including the installation of intersection traffic calming "bump-outs", rehabilitating "Old" State Road (between State Rd and Longshore Avenue); surface street installation of improved ITS features, and traffic signal construction and/or timing modifications at 13 locations.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction). This project is a breakout of MPMS# 47394 (CPR).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	IM*	21,895											
		21,895	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		21,895		Total FY2015-2018			0	Total FY2019-2022			0



## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79685

**I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)**

AQ Code 2020M

**LIMITS** Levick Street to Bleigh Avenue

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:**

LRPID:65

No Let Date

4B

This project is a component of the Statewide Interstate Management Program (IMP).

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.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	IM	54,000											
CON	BOO-IM	9,000											
CON	581-IM	6,000											
CON	185-IM	1,000											
CON	BOO-IM		9,000										
CON	IM		54,000										
CON	185-IM		1,000										
CON	581-IM		6,000										
CON	BOO-IM			9,000									
CON	IM			54,820									
CON	185-IM			1,000									
CON	581-IM			6,091									

## Pennsylvania - Interstate Management Program

### Philadelphia

70,000	70,000	70,911	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		210,911		Total FY2015-2018				0		Total FY2019-2022		0

MPMS# 79903

**I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

AQ Code 2020M

LIMITS Betsy Ross Bridge to Aramingo Avenue Interchange

IMPROVEMENT: Intersection/Interchange Improvements

Major SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER:

LRPID:65

No Let Date

4B

This project is a component of the Statewide Interstate Management Program (IMP).

The BR0 section provides for the reconstruction of several Betsy Ross Bridge/Aramingo interchange ramps, and construction of the Adams Avenue Connector. The Aramingo Avenue interchange ramps include two new ramp connections, Ramp I and Ramp JJ, to the Betsy Ross Bridge. A new SR 0095 SB ramp to the Betsy Ross Bridge, Ramp EE, will be constructed. Seven bridges that include Ramps A, B, C, D, F, and portions of Ramps G and H in the interchange will be rehabilitated. The BR0 Stage 1 constructs the Betsy Ross Interchange roadway and bridges outside the limits of existing SR 0095 travel lanes with no long term impacts to traffic. The BR0 Stage 2 constructs the new ramp tie-in to existing structures for Ramp C, Ramp F and Ramp JJ. Ramp F traffic is anticipated to be detoured for the tie at the south end. Existing Ramp C will either be overwidened to accommodate traffic or closed with a detour during construction. The BR0 Stage 3 constructs Ramp D widening and the Ramp EE tie to the existing Betsy Ross Bridge. Ramp D traffic will be detoured during a portion of the work to allow for ramp widening. Utility relocations are anticipated in Aramingo Avenue and in Orthodox Street under SR 0095. A relocation of a City of Philadelphia combination sewer from under SR 0095 is anticipated.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	IM			8,100									
CON	BOO-IM			31,500									
CON	581-IM			900									
CON	185-IM			3,500									
CON	BOO-IM				83,830								
CON	185-IM				9,314								
CON	IM					20,733							
CON	581-IM					2,304							
		0	0	44,000	93,144	23,037	0	0	0	0	0	0	0
		Total FY2011-2014		137,144		Total FY2015-2018		23,037		Total FY2019-2022		0	

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79908

**I-95, North of Bridge Street Interchange Construction (BS1) (IMP)**

AQ Code 2020M

**LIMITS** Relocated Carver Street to Levick Street

**IMPROVEMENT:** Roadway Rehabilitation

Major SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:**

LRPID:65

No Let Date

4B

This project is a component of the Statewide Interstate Management Program (IMP).

Widen & reconstruct SR 0095 from the relocated Carver Street Bridge to Levick Street: Construct the new Southbound off-ramp to Tacony Street and Arsenal Business Center, remove the existing Southbound off-ramp to James Street, remove the existing Carver Street Bridge, reconstruct Tacony St. north of Bridge Street. Utility impacts under I-95 are anticipated. Bridges to be replaced include Carver, Van Kirk & Comly Street bridges. A new traffic signal will be installed at the intersection of Carver Street and Tacony Street.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO-IM		6,985										
UTL	NHS-IM		6,985										
UTL	185-IM		776										
UTL	581-IM		776										
CON	BOO-IM				15,115								
CON	IM				15,115								
CON	185-IM				1,679								
CON	581-IM				1,679								
CON	BOO-IM					27,000							
CON	IM					27,000							
CON	185-IM					3,000							
CON	581-IM					3,000							
		0	15,522	0	33,588	60,000	0	0	0	0	0	0	0
		<b>Total FY2011-2014</b>		<b>49,110</b>		<b>Total FY2015-2018</b>		<b>60,000</b>		<b>Total FY2019-2022</b>			<b>0</b>

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79997

*I-95 South, Jackson to McKean (IMP)*

AQ Code X6

LIMITS I-95 SOUTH FROM JACKSON ST - MCKEAN ST AND PORTER ST RITNER ST

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 5/21/2009

I-95S: JACKSON ST - MCKEAN ST AND PORTER ST TO RITNER ST  
 PHILADELPHIA COUNTY  
 DESIGN BUILD NOISEWALLS (STRUCTURE MOUNTED)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	581-IM	350												
		350	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			350	Total FY2015-2018				0	Total FY2019-2022			0

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 83640

**I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)**

AQ Code 2020M

**LIMITS** Shackamaxon Street to Columbia Avenue

**IMPROVEMENT:** Roadway New Capacity

Major SOV Capacity

**MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):

**PROJECT MANAGER:**

4B

No Let Date

This project is a component of the Statewide Interstate Management Program (IMP).

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.

This project is a breakout of MPMS# 17821 (GIR).

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO-IM		9,000											
CON	IM		9,000											
CON	185-IM		1,000											
CON	581-IM		1,000											
CON	BOO-IM			11,929										
CON	IM			11,929										
CON	185-IM			1,325										
CON	581-IM			1,325										
		0	20,000	26,508	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>				<b>46,508</b>			<b>Total FY2015-2018</b>		<b>0</b>			<b>Total FY2019-2022</b>		<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 86046

**Girard Point Bridge Rehabilitation and Preservatio**

AQ Code S19

LIMITS City of Philadelphia

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

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 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.

This project does not involve design changes appropriate for context sensitive design or smart transportation strategies.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	IM		3,500											
		0	3,500	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2011-2014</b>		<b>3,500</b>			<b>Total FY2015-2018</b>				<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>

MPMS# 87784

**I-95: Orthodox to Levick Street**

AQ Code

LIMITS Orthodox to levick Street

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 1/15/2016

I-95: Orthodox- Levick St I-95 Bridge Street interchange improvements Aramingo Avenue: James Street to Frankford Creek City of Philadelphia Philadelphia County

This is the Local Street Construction Phase for the I-95 (BSR) project (MPMS # 47811). In order to accommodate the Aramingo Avenue ramp relocations to the current I-95/Betsy Ross Bridge Interchange improvements to Aramingo Avenue will need to be accomplished. Aramingo Avenue improvements will include widening to accommodate an additional travel lane southbound, bike lanes and turning lanes (Adams Avenue, interchange ramps, Church Street, Orthodox Street, Margaret Street, Tacony Street, Wakeling/James Street). Sidewalks will be reconstructed to accommodate pedestrian traffic. The structure carrying Aramingo Avenue over Frankford creek will be rehabilitated.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STP					40,000									
CON	TOLL							25,000							
		0	0	0	0	0	40,000	25,000	0	0	0	0	0		
<b>Total FY2011-2014</b>		<b>0</b>				<b>Total FY2015-2018</b>				<b>65,000</b>	<b>Total FY2019-2022</b>				<b>0</b>

Total For Philadelphia	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$123,645	\$112,134	\$141,419	\$140,620	\$517,818	\$192,324	\$384,863

# DVRPC FY 2011-2014 TIP for PA

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 95397 I-95/I-476 Highway Lighting©

AQ Code S18 LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: Chester City; Ridley Township

PROJECT MANAGER:

No Let Date

This project will replace high mast lighting poles along I-95 and I-476.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	NHS		1,581											
		0	1,581	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		1,581		Total FY2015-2018			0			Total FY2019-2022		0

Total For Delaware	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$0	\$1,581	\$0	\$0	\$1,581	\$0	\$0

## Pennsylvania - Interstate Management Program

### Various

MPMS# 84973

I-95 Bridge Repair Part 2(C)

AQ Code S19

LIMITS Various

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

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	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	NHS		623												
CON	581		156												
		0	779	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			779	Total FY2015-2018				0	Total FY2019-2022				0

Total For	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
Various	\$0	\$779	\$0	\$0	\$779	\$0	\$0