


Highway Program  
for the  
FY2013 Transportation Improvement Program (TIP)  
for  
Pennsylvania



Modified After June 2012 Adoption

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**New-B**

**LIMITS** NORTHAMPTON & WRIGHTSTOWN TWPS

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Northampton Township; Wrightstown Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** EE/JA

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	185							557							
ROW	185							348							
UTL	185								359						
CON	185									2,217					
		0	0	0	0	0	0	905	359	2,217	0	0	0		
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>				1,264	<b>Total FY2021-2024</b>			2,217

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

No Let Date

**LIMITS** Over Beaver Creek

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Tinicum Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	BOO*	100													
ROW	STU			47											
ROW	183			9											
ROW	LOC			2											
UTL	STU			47											
UTL	183			9											
UTL	LOC			2											
CON	BOF							2,150							
CON	183							403							
CON	LOC							134							
		100	0	116	0	0	0	2,687	0	0	0	0	0		
		<b>Total FY2013-2016</b>				216	<b>Total FY2017-2020</b>				2,687	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS Over Kimples Creek

Est Let Date: 6/7/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	BOO	334												
CON	STU			1,707										
CON	185			426										
		334	0	2,133	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,467	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

**LIMITS** Over Pidcock Creek

Est Let Date: 12/6/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Buckingham Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/SPF

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	BOO															
CON	185															
		0	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Perkiomen Creek

Est Let Date: 3/6/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Perkasio Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14G

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

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	183	47														
FD	LOC	12														
ROW	183	40														
ROW	LOC	10														
CON	BOF					4,329										
CON	183					812										
CON	LOC					271										
		<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2013-2016</b>				<b>109</b>	<b>Total FY2017-2020</b>				<b>5,412</b>	<b>Total FY2021-2024</b>				<b>0</b>

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

**LIMITS** Over Deep Run

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Bedminster Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	183	56														
FD	LOC	14														
ROW	183		24													
		<b>70</b>	<b>24</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 FY2013-2016</b>				<b>94</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Morris Run Creek

Est Let Date: 1/2/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Hilltown Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	183	120												
FD	LOC	30												
ROW	STU				56									
CON	183			720										
CON	LOC			180										
		150	0	900	56	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,106	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 13337**      *PA 611, Easton Road (Bridge) SR:0611*

**LIMITS** 2 Bridges over Gallows Road

ctl Let Date: 11/10/2011

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Nockamixon Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** P/CNV

**CMP:** Not SOV Capacity Adding

This project includes the replacement and consolidation of the existing single-span bridges; reconfiguring the Easton Road/Old Easton Road/River Road triangle into a traditional three-leg (or T) intersection, abandoning Old Easton Road and removing the Old Easton Road bridge over Gallows Run, installation of new guide rail, end treatments and drainage improvements, widening of Easton Road (to provide for southbound left-turn standby lane) and providing appropriate mitigation.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHPP		200											
CON	185		50											
		0	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			250	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13338** County Line Road Bridge (Sec. BBR) SR:2038

**LIMITS** over West Branch of Neshaminy Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Hatfield Township; New Britain Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8G

The purpose of this project is to replace one structure (a bridge) and remove one structure (concrete slab bridge) and replace with concrete pipes along County Line Road in order to meet current PennDOT design standards. The limits of work are Segment 0030/0834 to Segment 0010/1288. Neither bridge is historic. Both bridges are significantly deteriorated and require replacement to meet anticipated, regional future traffic demands. The existing bridges carry 17,000 ADT and have two 12' lanes and 0' to 2' shoulders. The proposed bridge will have four 12' lanes and 10' shoulders. The extra lanes are for future widening of CLR. The roadway over the proposed pipes will be two 12' lanes with 2' shoulders to match existing roadway. The pipes can be extended in the future to accommodate widening to four lanes. There are no ped/bike facilities existing and none are proposed.

The S.R. 2038, Section BBR County Line Road Improvement Project consists of two parts: a two-span bridge replacement and a concrete slab replacement, both of which are located along County Line Road in New Britain Township, Bucks County and Hatfield Township, Montgomery County, Pennsylvania respectively. The two structures are located approximately 3,800 feet apart. The existing two-span reinforced concrete T-beam bridge, which is approximately 85 feet long and 26 feet wide, carries County Line Road (S.R. 2038) over the West Branch of Neshaminy Creek approximately 800 feet west of Walnut Street. The proposed replacement bridge will be a single-span prestressed concrete beam bridge or a steel beam bridge approximately 111 feet long and will carry two 12 foot lanes with two 10 foot shoulders 68 feet.

The second bridge, a reinforced concrete slab bridge, approximately 11 feet long, carries County Line Road over a tributary to the West Branch of Neshaminy Creek approximately 1250 feet southeast of the intersection of County Line Road and Lexington Road. The reinforced concrete slab bridge will be removed and two 36 inch reinforced concrete pipes will be installed

Currently, Section BBR of County Line Road carries two lanes with essentially no shoulders across both structures. Although Section BBR would not be widened to carry additional traffic at this time, there is the potential additional travel lanes will be necessary in the future. Consequently the replacement bridge, which will carry one travel lane and a shoulder in each direction, will be wide enough to allow for a capacity of four travel lanes and two shoulders. This wider structure will permit construction without requiring a detour and will also allow for potential future widening of the roadway. Bridge seats and wingwalls will be detailed to adapt to future construction, if necessary. At a minimum, the replacement bridge will be designed and detailed to carry two 12 foot lanes with two 10 foot shoulders to conform to the requirements of an urban minor arterial roadway.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	47											
CON	581	12											
		59	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		59				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:35

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

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 4A

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

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

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway and Bristol-Oxford Valley Roads over the Turnpike. Additional Stage 1 work includes the overhead bridge carrying Richlieu Road, the PA Turnpike's Northwest Quadrant Wetland Mitigation Site construction, advanced Intelligent Transportation System deployment, and construction of the new mainline toll plaza between Richlieu and Galloway Roads. The toll plaza will feature Express E-Z Pass lanes which will allow motorists to pass through the plaza at highway speeds. Conventional toll booths will be provided in the outside lanes of the plaza for cash paying customers. This toll plaza phase will also include the construction of an All Electronic Toll (AET) tolling area at the Delaware River Bridge in the westbound direction and the removal of the Route 13 Interchange toll plaza. The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would become I-195. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction. Stage 1 will operate independently until future stages are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. Funding noted below provides for Phase 1 improvements only, and the total estimated cost of Phase 1 (all phases) is \$424 million.

A future Stage 2 will include construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from 2 lanes in each direction to three lanes in each direction in addition to reconstruction work on the Turnpike and I-95. Construction of Stage 2 is not anticipated to begin until 2020. A future Stage 3 will include a new parallel bridge over the Delaware River.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. PennDOT is providing a total of \$186,800,000 in federal "spike" funding for the project, cash-flowed over Federal Fiscal Years (FFYs) 2013 – 2019. The funds are provided from a Statewide Line Item, and are additional funds to the DVRPC region. Use of toll credits was approved by PENNDOT in 2003. The entire project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds, however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Remaining DEMO funds: \$1,189,135 (PA ID #s 227)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	TPK	1,000											
FD	TPK		7,000										
CON	TPK		3,380										
CON	TPK			69,050									
CON	TPK				71,610								
CON	SPK-NHS					10,000							
CON	TPK					12,340							
CON	SPK-NHS						31,500						
CON	TPK						4,070						
CON	SPK-NHS							45,300					



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Bucks												
	1,000	10,380	69,050	71,610	22,340	35,570	45,300	0	0	0	0	0
	Total FY2013-2016			152,040	Total FY2017-2020		103,210	Total FY2021-2024			0	

MPMS# 13377 Main St over SEPTA (Bridge)

New-B

LIMITS Sellersville Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185							418					
ROW	185							209					
UTL	185								359				
CON	185									3,696			
		0	0	0	0	0	0	627	359	3,696	0	0	0
		Total FY2013-2016			0	Total FY2017-2020		986	Total FY2021-2024			3,696	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Licking Creek

Est Let Date: 2/6/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Milford Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** TSS/HPF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 14G

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	581	584												
ROW	581		471											
ROW	581				112									
UTL	581	175												
CON	NHPP				3,414									
CON	STU				4,255									
CON	185				852									
		<b>759</b>	<b>471</b>	<b>0</b>	<b>8,633</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 FY2013-2016</b>			<b>9,863</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13549**      **US 1 (Bridges) SR:0001**

**LIMITS** PA 413 - PA Turnpike

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:37

**MUNICIPALITIES:** Bensalem Township; Middletown Township

AQ Code:2030M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** TSS/PWB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4A, 5I

This is a roadway reconstruction and widening and bridge improvement project that involves 2.8 miles of roadway and ten bridge structures and four retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the Street Road, PA Turnpike, Neshaminy (Rockhill Drive), and Pennel (Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of seven bridges, rehabilitation of two bridges, and the removal of one bridge. The bridges to be replaced are those which carry SR 1 over Street Road (1B), the PA Turnpike (9B), the PA Turnpike ramps (2B), Rockhill Drive (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries Bristol Road over Route 1 (10B) is also to be replaced. The bridge that is to be removed (3B) currently carries Route 1 over a closed private access road. The rehabilitated bridges (7B and 8B) carry SR 1 over Highland Ave. (SR 2008).

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	NHPP		822										
PE	581		204										
ROW	NHPP		2,148										
ROW	581		537										
ROW	NHPP			1,348									
ROW	581			337									
		0	3,711	1,685	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		5,396				0				0			

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Conrail

Est Let Date: 3/6/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Middletown Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

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

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls. The replaced bridge will consist of a three-span continuous prestressed 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.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO*	400											
ROW	BOO*	500											
CON	STU			4,044									
CON	185			1,012									
CON	STU					1,253							
CON	STU					1,434							
CON	185					671							
		<b>900</b>	<b>0</b>	<b>5,056</b>	<b>0</b>	<b>3,358</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>5,956</b>		<b>Total FY2017-2020</b>		<b>3,358</b>		<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Unami Creek

Est Let Date: 9/12/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Milford Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** P/CNV

**CMP:** Not SOV Capacity Adding

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	BOO	400											
FD	185	420											
ROW	185		143										
UTL	185		18										
CON	916D		2,475										
		<b>820</b>	<b>2,636</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 FY2013-2016</b>		<b>3,456</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 7/11/2013

**IMPROVEMENT** Intersection/Interchange Improvements

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

AQ Code:R3

**PLANNING AREA:** Growing Suburb; Developed Community

DOD: 0

**PROJECT MANAGER:** HNTB/MR

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 8G, 8H

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

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
FD	NHPP		66														
FD	581		17														
ROW	NHPP				711												
ROW	581				178												
CON	STU	1,509															
CON	NHS		1,975														
CON	STU		3,000														
CON	NHPP			1,766													
		<b>1,509</b>	<b>5,058</b>	<b>1,766</b>	<b>889</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 FY2013-2016</b>				<b>9,222</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>							

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

**LIMITS** At US 1 and Bristol/Levittown Parkway

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Falls Township; Middletown Township

AQ Code:R1

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** EE/

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 4A, 5I

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

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	STU									5,942							
CON	581									1,485							
		<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>7,427</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2013-2016</b>				<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>7,427</b>							

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

**LIMITS** Over Tinicum Creek

Est Let Date: 4/15/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Tinicum Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** HNTB/PAM

**CMP:** Not SOV Capacity Adding

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185	150											
CON	STU			478									
CON	185			120									
CON	STU				535								
CON	185				134								
CON	STU					1,150							
CON	185					287							
		150	0	598	669	1,437	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		1,417				1,437				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 7/15/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Bensalem Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** HNTB/JA

**CMP:** Minor SOV Capacity

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

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	916	500											
CON	STU				5,029								
CON	581				1,257								
CON	STU												2,123
CON	581												531
		<b>500</b>	<b>0</b>	<b>0</b>	<b>6,286</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,654</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>6,786</b>				<b>0</b>				<b>2,654</b>			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Cooks Creek

Est Let Date: 9/27/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Springfield Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** P/CNV

**CMP:** Not SOV Capacity Adding

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		845											
CON	581		242											
		0	1,087	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,087	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS** Over Neshaminy Creek

Est Let Date: 10/24/2013

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Middletown Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 51

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	200												
CON	581		8,050											
		200	8,050	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			8,250	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Cornwells Heights Shuttle Bus Operations

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:M1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** GB/FLEX

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4B, 12A

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STP	424													
CON	LOC	106													
CON	STU		270												
CON	LOC		68												
CON	CAQ			154											
CON	LOC			39											
		530	338	193	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			1,061	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

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

**LIMITS** PA 413 to Levittown Parkway

Est Let Date: 9/27/2012

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Bristol Borough; Bristol Township; Tullytown Borough

AQ Code:2015M

**PLANNING AREA:** Developed Community

DOD: 4

**PROJECT MANAGER:** EE/MDH

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4A

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

TOLL CREDIT

SAFETEA DEMO #71, PA ID #303-- \$4 Million

SAFETEA DEMO #4774, PA ID #584 - \$1 Million

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STP*	13,357													
		13,357	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			13,357	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Bristol Road to PA 413

Est Let Date: 6/20/2013

**IMPROVEMENT** Roadway Rehabilitation

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

AQ Code:2020M

**PLANNING AREA:** Growing Suburb; Developed Community

DOD: 3

**PROJECT MANAGER:** EE/MDH

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 8H, 12A

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

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	14,000											
CON	STU	8,000											
CON	NHPP		5,453										
CON	NHPP			6,945									
		<b>22,000</b>	<b>5,453</b>	<b>6,945</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		34,398				0				0			

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

**LIMITS** Kulp Road to PA 611

Est Let Date: 2/18/2016

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Horsham Township; Warrington Township

AQ Code:S10

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 12B

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP*	100											
ROW	581				369								
UTL	581				368								
CON	NHPP				4,714								
CON	581				1,179								
CON	STP					5,272							
CON	581					1,318							
		<b>100</b>	<b>0</b>	<b>0</b>	<b>6,630</b>	<b>6,590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		6,730				6,590				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 50728**      **US 202 Wetland Mitigation Section 700 SR:0202**

**LIMITS** Chalfont Boro., Warrington (Kansas Rd.)

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Warrington Township

AQ Code:X9

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8G

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	916	740												
		740	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			740	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 57617**      **Galloway Road SR:2023**

**LIMITS** Hulmeville Road to Bridgewater Road

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:124

**MUNICIPALITIES:** Bensalem Township

AQ Code:2015M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** VG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 4A, 12A

This project will provide a new three-lane roadway, one travel lane in each direction and a continuous center turn lane, that will extend Galloway Road from where it intersects with Hulmeville Road to the intersection of Bridgewater Road and Byberry Road. The new roadway will cross an unnamed tributary to Neshaminy Creek where the tributary will be conveyed through a new box culvert. Signalized intersections will be provided at each end of the roadway extension. Pedestrian sidewalks and ADA compliant ramps will also be included in the design.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		1,697											
CON	581		424											
CON	STU			1,911										
CON	581			478										
		0	2,121	2,389	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			4,510	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Ferry Road to Broad Street

Est Let Date: 10/17/2019

**IMPROVEMENT** Intersection/Interchange Improvements

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

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** SAN/VAG

**CMP:** Minor SOV Capacity

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STP	570											
FD	581	143											
ROW	STP					6,440							
ROW	581					1,610							
CON	STU								12,526				
CON	581								3,131				
		713	0	0	0	8,050	0	0	15,657	0	0	0	0
		Total FY2013-2016			713	Total FY2017-2020			23,707	Total FY2021-2024			0

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

**LIMITS** Terrace Road to First Street at Old Lincoln Highwa

Est Let Date: 6/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Middletown Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** TSS/SPF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 4A, 5I

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHPP			2,271									
CON	581			568									
CON	NHPP				205								
CON	581				51								
		0	0	2,839	256	0	0	0	0	0	0	0	0
		Total FY2013-2016			3,095	Total FY2017-2020			0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

**LIMITS** Neshaminy Creek to PECO Right-of-Way

Est Let Date: 3/27/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Wrightstown Township

AQ Code:R2

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** EE/JMD

**CMP:** Minor SOV Capacity

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	HSIP	265												
CON	STU	2,207												
CON	HSIP	1,294												
		<b>3,766</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 FY2013-2016</b>			<b>3,766</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** PA 309/California Road/Main Street

Est Let Date: 1/15/2015

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Quakertown Borough; Richland Township

AQ Code:2025M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 4

**PROJECT MANAGER:** AECOM/ER

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 14G

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

The 15 Intersections include:

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	NHPP		50										
UTL	CAQ			344									
UTL	CAQ				300								
CON	CAQ			1,530									
CON	CAQ				1,120								
CON	CAQ					587							
		0	50	1,874	1,420	587	0	0	0	0	0	0	0
		Total FY2013-2016			3,344	Total FY2017-2020			587	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 6/5/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Newtown Borough; Newtown Township

AQ Code:2025M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 1

**PROJECT MANAGER:** AECOM/ER

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 13A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	LOC		216											
CON	STU					865								
		0	216	0	0	865	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			216	<b>Total FY2017-2020</b>				865	<b>Total FY2021-2024</b>			0

**MPMS# 57641** *Bustleton/Bridgetown Pike Closed Loop Signal System SR:0213*

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

Est Let Date: 4/4/2013

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Lower Southampton Township

AQ Code:2015M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** Gannett/SAN

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5I, 12A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	LOC	191												
CON	CAQ	1,485												
CON	CAQ		584											
		1,676	584	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			2,260	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 64779**      **County Line Road Widening SR:2038**

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

Est Let Date: 7/15/2014

**IMPROVEMENT** Roadway New Capacity

LRPID:34

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

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Major SOV Capacity

Adding Subcorr(s): 12B

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STP	626											
FD	581	156											
FD	NHPP		160										
FD	581		40										
CON	NHPP			3,780									
CON	NHPP				9,521								
		<b>782</b>	<b>200</b>	<b>3,780</b>	<b>9,521</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>14,283</b>				<b>0</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

**LIMITS** Over Branch of Neshaminy Creek

Est Let Date: 7/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Newtown Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** EE/JMD

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd.) over an unnamed tributary to Neshaminy Creek. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora Farm Property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO	64											
PE	185	16											
FD	916		955										
FD	916			487									
ROW	916		109										
ROW	916			432									
UTL	916			279									
CON	916			1,113									
CON	916				2,078								
CON	916									487			
		<b>80</b>	<b>1,064</b>	<b>2,311</b>	<b>2,078</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>487</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>5,533</b>	<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>487</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 65922**      **Route 13, East Coast Greenway Bke/Ped Bridge (North) - Phase 1 (TE) SR:0013**

**LIMITS** Bucks County to Delaware Street Lane

Est Let Date: 9/27/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tullytown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 13A

This project provides a component of the East Coast Greenway for a pedestrian crossing via construction of a 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 #47392, 71159, and 77449. A total of \$1.690 million TE funds have been recommended for this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
CON	SXF	600												
		<b>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 FY2013-2016</b>			<b>600</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

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

**LIMITS** Over Tohickon Creek

Est Let Date: 12/20/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Plumstead Township; Tincum Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb; Rural Area

DOD: 0

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge. This replacement bridge project is located on River Road (SR 32, Sec 520) between Cafferty Road and Ferry Road on the border of Plumstead and 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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO	75												
PE	TOLL													
CON	BOO	5,000												
CON	TOLL													
CON	TOLL													
CON	STU		1,287											
CON	TOLL													
CON	STU				280									
		<b>5,075</b>	<b>1,287</b>	<b>280</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 FY2013-2016</b>			<b>6,642</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 70218** *Delaware Canal Pedestrian Tunnel*

**LIMITS** Under CSX Spur Line

Est Let Date: 10/4/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Falls Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5I

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	1,314												
CON	SXF	700												
		<b>2,014</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 FY2013-2016</b>			<b>2,014</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 71159** *Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE) SR:0013*

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

Est Let Date: 9/27/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tullytown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 13A

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.

\$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 #47392, 65922 and 77449. A total of \$1.690 million TE funds have been recommended for this crossing project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		<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>0</b>	
		<b>Total FY2013-2016</b>			<b>0</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 71912 *Point Pleasant Pike - Betterment Project SR:1006*

LIMITS No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Warwick Township AQ Code:S2

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CONSTR CMP: Not SOV Capacity Adding

This "Betterment" project will address faulty retaining walls. The goal of Betterment projects is to make improvements which will bring the road up to current standards. S.R. 1006 (Point Pleasant Pike) is located in Plumstead Township, Bucks County. S.R. 1006, Section RTW begins west of Tollgate Road and ends at Tohickon Hill Road. Residences are present along both sides of Point Pleasant Pike. The paved roadway is approximately 20 feet wide with one lane in each direction and intermittent shoulders of varying widths (two foot maximum). A shallow drainage swale and steep rock cut slope typically parallel the eastbound lane. Guide rail lines a steep embankment along the westbound lane and Geddes Run roughly parallels the westbound lane. The existing right-of-way along S.R. 1006 is 40 feet wide. Slope stability analyses were performed along the corridor. Approximately 4570 feet of slope stability will be necessary. Guide rail will also be placed along the westbound lanes in embankment areas steeper than 1V: 3H.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	TOLL													
ROW	STU		110											
CON	STU		2,123											
CON	TOLL													
		0	2,233	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,233	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 72906 *Afton Avenue Streetscape (HTSSRS)*

LIMITS Delaware River to Lake Afton No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Yardley Borough AQ Code:A2

PLANNING AREA: Developed Community DOD: 1

PROJECT MANAGER: EE/DVRPC/JPB CMP: Not SOV Capacity Adding

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

This project 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	50												
		50	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			50	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 74827** *Delaware Canal Enhancement*

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

Est Let Date: 5/1/2014

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Bristol Borough; Yardley Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** AECOM/JD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4A

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		1,100											
CON	LOC		275											
		0	1,375	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,375	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 77449** *Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE) SR:0013*

**LIMITS** North of Route 1 to Philadelphia

Est Let Date: 9/27/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tullytown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5I

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 #47392, 65922 and 71159. A total of \$1.690 million TE funds have been recommended for this project.

The \$471,000 is made available by William Penn Foundation via DVRPC Regional Trails Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE		471											
CON	LOC													
		471	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			471	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** At Broad/Main/Front Streets No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Quakertown Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD: 3

**PROJECT MANAGER:** EE/DVRPC/JC **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 14C

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 Home Town Streets Program. \$482,755 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

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

**LIMITS** Street Road to Levittown Parkway No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Bristol Township AQ Code:X12

**PLANNING AREA:** Developed Community DOD: 2

**PROJECT MANAGER:** EE/DVRPC/JB **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 4A

This project, in the Croydon area of Bristol Township, provides rehabilitation of a 2 block section of S.R. 0013, from the Walnut/Cedar Roads signalized intersection to the Newportville Road signalized intersection, in the immediate vicinity of the SEPTA Regional Rail station. The project includes new sidewalks/curbs, pedestrian scale lighting, street trees, trash receptacles, benches, and crosswalks

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
			507										
		0	507	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>507</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** PA 413 and Pine Street No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Langhorne Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD: 0

**PROJECT MANAGER:** AECOM/JD **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 4A, 5I

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE		280										
CON	STU		207										
CON	STU			73									
		<b>0</b>	<b>487</b>	<b>73</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		560				0				0			

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

**LIMITS** Vicinity of Linden Elementary School No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Doylestown Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD: 2

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

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 Safe Routes to School 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 78516**      **Bridge Replacement Brownsville Road**

**LIMITS** Brownsville Road over Neshaminy Creek

Est Let Date: 10/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 51

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP					630							
PE	185					158							
FD	STP						98						
FD	185						25						
CON	STP								313				
CON	185								78				
		0	0	0	0	788	123	0	391	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>1,302</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 80056**      **Mill Road Bridge Over Neshaminy Creek**

**LIMITS** Over Neshaminy Creek

Est Let Date: 3/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Hilltown Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOO	47											
UTL	183	8											
UTL	LOC	3											
CON	STU		561										
CON	183		110										
CON	LOC		66										
		58	737	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>795</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Cooks Creek

Est Let Date: 12/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Durham Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 1

**PROJECT MANAGER:** Gannett/PTL

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185	1,167											
ROW	185	58											
UTL	185	58											
CON	NHPP					5,072							
CON	185					1,268							
		<b>1,283</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>1,283</b>	<b>Total FY2017-2020</b>			<b>6,340</b>	<b>Total FY2021-2024</b>			<b>0</b>

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

**LIMITS** Church Road to Tollgate Road

Est Let Date: 10/15/2015

**IMPROVEMENT** Roadway Rehabilitation

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

AQ Code:S10

**PLANNING AREA:** Growing Suburb; Rural Area

DOD: 1

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14G

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	NHPP		800										
FD	STU	796											
CON	STP												
CON	581												
CON	NHPP				4,502								
CON	581				1,126								
CON	STP					4,502							
CON	581					1,126							
CON	STP							4,908					
		<b>796</b>	<b>800</b>	<b>0</b>	<b>5,628</b>	<b>5,628</b>	<b>0</b>	<b>4,908</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>7,224</b>	<b>Total FY2017-2020</b>			<b>10,536</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** US 202, Chalfont to New Britain Borough

Est Let Date: 6/15/2015

**IMPROVEMENT** Bicycle/Pedestrian Improvement

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

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 0

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

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

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

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

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF	107												
CON	SRTSF			768										
		107	0	768	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			875	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Solebury Township

AQ Code:S10

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** P/CNV **CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	TOLL													
ROW	STU	200												
UTL	STU	20												
CON	STU	500												
CON	TOLL													
CON	TOLL													
CON	STU			3,296										
		720	0	3,296	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			4,016	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** SR 532 to SR 413

Est Let Date: 3/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:**

AQ Code:R2

**PLANNING AREA:**

DOD: 0

**PROJECT MANAGER:** Gannett/CS

**CMP:** Minor SOV Capacity

This project involves construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project extends from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532.

Proposed improvements include:

- (1) New traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd. (S.R. 2028) intersection
- (2) Traffic control and gateway signs and painting of stop bars on pavement along Washington Crossing Rd. through village of Dolington, including multi-way stop at intersection of Washington Crossing Rd. and Dolington Rd.
- (3) 6' wide Pedestrian walkway along sections of northern and southern side of Stoopville Rd., western side of Eagle Rd. to Marigold Dr.; and northern side of Washington Crossing Road to Highland Park. Along with this construction will include: decorative crosswalks, new ADA-compliant curb ramps for walking path crossings at the Eagleton Farms Rd. and Stoopville Rd. intersection, and a 12 ft. extension of existing pipe culvert to carry tributary to Hough's Creek beneath Stoopville Rd. between Highland Rd. and Creamery Rd.
- (4) New turn lane to two intersections: 200' turn lane from southbound Durham Road onto eastbound Stoopville Road, including installation of a new traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection, and a new 150' turn lane from South Bound Highland Road onto westbound 532 at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection.
- (5) Widening west side of Highland Rd. at Washington Crossing Rd. to provide exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road, and (6) relocation of utility poles to directly behind edge of new pavement to accommodate the widened highway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	75												
ROW	SXF		100											
UTL	SXF		100											
CON	STU			200										
CON	FHA			950										
		<b>75</b>	<b>200</b>	<b>1,150</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 FY2013-2016</b>			<b>1,425</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 90197** *Tyburn Road Bridges (1) Over Amtrak/Conrail*

**LIMITS** Over Amtrak/Conrail

Est Let Date: 9/13/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Falls Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	1,298												
		1,298	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,298	Total FY2017-2020				0	Total FY2021-2024			0

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

**New-B**

**LIMITS** Sellersville Borough, North of Park ave Intersection

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Sellersville Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** TSS/SPF **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 14G

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185							418						
ROW	185								215					
UTL	185								144					
CON	185								3,588					
		0	0	0	0	0	0	418	3,947	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				4,365	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 92872** *Clymer Ave o/ Mill Creek (Bridge)*

**LIMITS** Clymer Avenue over Mill Creek No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Rockhill Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** TSS/T. Stevenson **CMP:**

This project is a retro-reimbursement for a bridge rehabilitation of Bucks County Bridge No. 234 which is a closed spandrel stone arch bridge on Clymer Avenue over Mill Creek in West Rockhill Township. Originally constructed in 1875, the existing bridge is 189 feet long and the curb to curb width is approximately 19.2 feet.

The scope of work will involve the removal of all material within the arch barrels and the reconstruction of the arch rings, excavation of existing paving, removal of all plastered surfaces, channel cleaning, rebuilding of spandrel walls, installation of 12 inch thick reinforced concrete slab entire length of bridge, reconstruction of parapets, installation of 4 inch stone veneer and repointing of the entire structure. All necessary permits have been secured. No widening or expansion of the existing structure is anticipated.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	183		47													
FD	LOC		12													
CON	183		955													
CON	LOC		239													
		0	1,253	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>1,253</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 93439** *District Bridge Maint Contract 1*

**LIMITS** Various Bridges in Bucks County No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR **CMP:**

This project is to fund the rehabilitation of Structurally Deficient (SD) bridges that are within Bucks County:

- S.R. 2025 over Branch Mill Creek
- S.R. 2079 over Neshaminy Creek
- S.R. 2196 over Interstate 95
- S.R. 4009 over Pine Run

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	916	1,967														
CON	916		1,220													
		1,967	1,220	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>3,187</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 94784 District Surface Treatment 87 (6-1) (ADA Ramps)

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

These are ramp improvements for compliance with Americans with Disabilities Act of 1990 (ADA) that are companion improvements to road surface treatment projects undertaken by District 6-0 Maintenance Division.

- S.R. Souderton Pike: Start Segment 0110, Start Offset 0000, End Segment 0160, End Offset 0000
- Woodbourne Rd/Ellis Rd/Double Woods Rd: Start Segment 0110, Start Offset 0000, End Segment 0150, End Offset 1712
- Aquetong Rd: Start Segment 0030, Start Offset 0341, End Segment 0050, End Offset 0000
- Church Rd: Start Segment 0010, Start Offset 0000, End Segment 0300, End Offset 3302
- Hulmeville Rd: Start Segment 0110, Start Offset 0000, End Segment 0130, End Offset 3374
- Taylorville Rd: Start Segment 0140, Start Offset 0000, End Segment 01590, End Offset 0235
- Spinnerstown Rd: Start Segment 0030, Start Offset 0000, End Segment 0050, End Offset 3271
- Durham Rd: Start Segment 0460, Start Offset 0000, End Segment 0530, End Offset 1804
- Bristol Rd: Start Segment 0152, Start Offset 0000, End Segment 0202, End Offset 0000
- Sugar Bottom Rd/Pebble Hill Rd: Start Segment 0010, Start Offset 2264, End Segment 0060, End Offset 0399
- Callowhill Rd: Start Segment 0060, Start Offset 0000, End Segment 0080, End Offset 3170
- Trevoise Rd/Brownsville Rd: Start Segment 0001 Start Offset 0000, End Segment 0080, End Offset 2370
- Eagle Rd: Start Segment 0010, Start Offset 0000, End Segment 0050, End Offset 0000
- River Rd: Start Segment 0140, Start Offset 0000, End Segment 0350, End Offset 0000
- Bath St: Start Segment 0010, Start Offset 0000, End Segment 0010, End Offset 2013
- Upper Ridge Rd: Start Segment 0110, Start Offset 2246, End Segment 0120, End Offset 2248
- Mearns Rd: Start Segment 0010, Start Offset 0000, End Segment 0040, End Offset 0000
- Bethlehem Pike: Start Segment 0290, Start Offset 3147, End Segment 0380, End Offset 0922
- County Line Rd/Main St: Start Segment 0040, Start Offset 0000, End Segment 0090, End Offset 0000
- Church Rd: Start Segment 0010, Start Offset 0000, End Segment 0040, End Offset 0528
- Chinquapin Rd: Start Segment 0252, Start Offset 0000, End Segment 0262, End Offset 2285
- I-95: Start Segment 0404, Start Offset 1239, End Segment 0410, End Offset 0994
- Main Street: Start Segment 0040, Start Offset 0000, End Segment 0100, End Offset 2230

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	916		758												
		0	758	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		<b>758</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:35

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

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 4A

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

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

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

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

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. PennDOT is providing a total of \$186,800,000 in federal "spike" funding for the project, cash-flowed over Federal Fiscal Years (FFYs) 2013 – 2019. The funds are provided from a Statewide Line Item, and are additional funds to the DVRPC region. Use of toll credits was approved by PENNDOT in 2003. The entire project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds, however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Remaining DEMO funds: \$1,189,135 (PA ID #s 227)

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	SPK-NHPP		30,000												
CON	SXF		1,189												
CON	TPK		55,873												
CON	SPK-NHPP			30,000											
CON	SPK-NHPP				20,000										
CON	SPK-NHPP					20,000									
		0	87,062	30,000	20,000	20,000	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			<b>137,062</b>			<b>Total FY2017-2020</b>			<b>20,000</b>			<b>Total FY2021-2024</b>	
					<b>0</b>							<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 95449 Lower Bucks County Waterfront Redevelopment/Access Project

New

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Bensalem Township

AQ Code:NRS

**PLANNING AREA:** Developed Community

DOD: 1

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

The extension of Street Road in Bensalem Township, Bucks County, Pennsylvania will begin at the existing terminus at State Road and will continue 0.2 miles toward the Delaware River. Private property parcels will be assembled and redeveloped to newly create a two-way public boulevard ending at a cul de sac loop near the Delaware River. The extension of Street Road will provide public access to the Delaware River waterfront, new ADA compliant sidewalks and curbs ramps, public parking with striping, and enhancements including plantings and dedicated pedestrian and bicycle features.

\$471,609 TCSP (Transportation and Community System Preservation) funds is part of the FFY2010 Consolidated Appropriations Act (10PA002) that requires a 20% local match, TCSP Project ID 10PA004.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	472												
CON	LOC	125												
		597	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			597	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 96071 Bucks County Bridge Deck Sealing

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S10

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** Plans/C. Veiga **CMP:**

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	NHPP		2,000											
		0	2,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,000	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Doylestown Township

AQ Code:S7

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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

As required by PennDOT, District 6-0 Traffic Unit the Traffic Signal Permit plans will be revised as necessary.

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

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$90,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		90											
		0	90	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			90	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 97992**      *East Rockhill Township Signal Improvements (ARLE 3)*

**LIMITS** No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** East Rockhill Township AQ Code:S7

**PLANNING AREA:** Rural Area DOD:

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

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to retrofit an existing signal with LEDs, emergency preemption, and signage repair at the intersection of PA 313 and Ridge Road.

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

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$17,500

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		17											
		0	17	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			17	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 98220**      *Bridge Street over Cook's Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Springfield Township AQ Code:S19

**PLANNING AREA:** Rural Area DOD:

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

This project is a bridge rehabilitation/replacement of Bridge Street over Cook's Creek in Springfield Township, Bucks County. Bridge Street over Cooks Creek bridge is a structurally deficient bridge as a result of a serious condition (rating of 3) due to severe corrosion of abutment bearings and steel stringers. The stone masonry abutments and wingwalls are listed in fair condition (rating of 5)

Work to be performed includes the replacement of steel stringers, grid deck and abutment and backwalls to correct the superstructure problems as well as other maintenance and safety improvements at the approaches. There are currently no safety features on the bridge.

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

County Bridge #198  
Bridge ID: 09700904790198

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13		5											
FD	ACT13		20											
CON	ACT13		725											
		0	750	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			750	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** AQ Code:S19

**PLANNING AREA:** DOD:

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

**MPMS# 101796**      *Bucks Co RR LED Lights*

**LIMITS** Various grade crossing locations across Bucks County      No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various      AQ Code:S1

**PLANNING AREA:** DOD:

**PROJECT MANAGER:** MAL/M. LANG      **CMP:**

Installation of railroad LED lights at various locations in Bucks County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TOLL		90										
CON	RRX	0	90	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>90</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 102138 *Route 611 Studies in Bucks County*

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:X1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** **CMP:**

Studies included in this project are:

Route 611 & County Line Study, \$50,000 Act 89  
 Route 611 & Street Road Study, \$50,000 Act 89  
 Route 611 & Bristol Road Study, \$50,000 Act 89  
 Route 611 & Adaptive Signal Study, \$50,000 Act 89

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	581		200											
		0	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			200	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Bensalem Township; Newtown Township

AQ Code:2015M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:**

**CMP:**

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP		30										
PE	TOLL												
CON	CAQ		1,080										
CON	STP		640										
CON	TOLL												
CON	TOLL												
CON	CAQ			850									
		0	1,750	850	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		2,600				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** East Rockhill Township

AQ Code:R2

**PLANNING AREA:** Rural Area

DOD:

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

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$160,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		160											
		0	160	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			160	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Solebury Township

AQ Code:2025M

**PLANNING AREA:** Rural Area

DOD:

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

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$165,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		165											
		0	165	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			165	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Intersection/Interchange Improvements No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Telford Borough (part) \*; Telford Borough (part) \* AQ Code:R1

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 11A, 14C

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$183,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244	183				0				0				
		0	183	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>183</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 102288** SR 132 Traffic Signal Communication System (ARLE 4)

**LIMITS** Street Road (SR 132) from Valley Road to Centennial Road No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Warminster Township AQ Code:2025M

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** **CMP:** Minor SOV Capacity Adding Subcorr(s): 12A, 14F

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$90,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244	90				0				0				
		0	90	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>90</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102373 SR 232 Resurfacing BucksCo**

**New**

**LIMITS** Windy Bush Rd (SR 0232) from Durham Road (SR 0413) to River Road (SR 0032)

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** New Hope Borough; Solebury Township; Upper Makefield Township; Wrightstown Township

AQ Code:S10

**PLANNING AREA:** Developed Community; Rural Area

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

5.9 total segment miles of road resurfacing on Windy Bush Rd (SR 0232) from Durham Road (SR 0413) to River Road (SR 0032) in Wrightstown, Upper Makefield, Solebury Twps and New Hope Boro of Bucks County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		4										
CON	S581		689										
CON	S581			900									
		0	693	900	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		1,593				0				0			

**MPMS# 102374 SR 132 Resurfacing BucksCo**

**New**

**LIMITS** Street Rd from Davisville Rd to Bustleton Pike (SR 0532) & from Easton Rd (SR 0611) to Davisvill Rd.

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Lower Southampton Township; Upper Southampton Township; Warminster Township; Warringt

AQ Code:S10

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		6										
CON	S581		1,779										
CON	S581			3,800									
		0	1,785	3,800	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		5,585				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102375 SR611/SR1001 Pave/Reconst**

**New**

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

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Doylestown Borough

AQ Code:S10

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		3										
CON	S581		2,543										
CON	S581			2,250									
		0	2,546	2,250	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>4,796</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 102711 Bucks Road over East Branch Perkiomen Creek**

**New**

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Bedminster Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Bridge #339 is a structurally deficient bridge as a result of a serious condition (rating of 3) due to severe corrosion in the steel truss members, steel floor beams, and steel stringers. The stone masonry abutments and wingwalls are listed in fair condition. There currently are no safety features on the bridge or at the bridge approaches.

Work to be performed includes the replacement of steel truss members, stringer to floor beams connections, steel stringers, grid deck, abutment seat and backwalls to correct the superstructure problems as well as other substructure maintenance and safety improvements at the approaches.

Bridge #339

Bridge ID: 09700903760339

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	ACT13		25										
FD	ACT13		75										
CON	ACT13		504										
		0	604	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>604</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102830** *Neshaminy Greenway Trail to Lenape Lane*

**LIMITS** Lenape Lane to Upper State Road

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Chalfont Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:**

This project will construct 1.0 miles of trail from Lenape Lane in Chalfont Borough to Upper State Road in Doylestown Township, which would complete the final phase of the Neshaminy Greenway Trail project by closing a critical gap in Buck's Counties primary trail and greenway plan. It will also improve access to the Chalfont and New Britain SEPTA stations, create a safe route to the Unami Middle school and Delaware Valley College for students and employees, improve access to natural areas along the Neshaminy Creek, create non-motorized transportation options and promote bicycle/pedestrian connections to the 9 mile long 202 Parkway Trail and create a safer off-road bike/pedestrian facility in the area. With the completion of this trail connection, over 30 miles of safe trail will be accessed, through two counties and eight municipalities.

This project was awarded \$800,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

**MPMS# 102831** *Solebury Route 202 Gateway Trail*

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Solebury Township

AQ Code:A2

**PLANNING AREA:** Rural Area

DOD:

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

**CMP:**

This project will construct 1.68 miles of the Solebury Route 32 segment of the Bucks Cross-County Route 202 Trail, including:

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

Final engineering is completed; HOP permit is approved; and these will be used as the basis to make the modifications necessary to meet FHWA submission requirements and secure the CEE.

This project was awarded \$980,859 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 102986 *Traugers Crossing over Gallows Run*

New

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Nockamixon Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:**

Work to be performed includes the replacement of steel stringers, steel floorbeams, wooden riding boards with a steal grid deck, abutment and backwalls and other maintenance and safety improvements at the approaches.

This bridge is a single span Steel Pratt Pony Truss measuring 51' center to center of bearings. It is currently weight restricted to 3 tons with no trucks allowed. There are currently no safety features on the bridge and at the bridge approaches. The bridge is also structurally deficient as a result of a critical condition (rating of 2) due to severe corrosion of steel stringers and steel floorbeams.

Bridge #221  
Bridge ID: 09700904810221

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13		5											
FD	ACT13		20											
CON	ACT13		625											
		0	650	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>					<b>650</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

MPMS# 102987 *East Brownsburg Road over Jericho Creek*

New

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Makefield Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:**

Work to be performed on this bridge includes the rehabilitation of the abutments, wingwalls, and pier, as well as repair and rehabilitation of the deck. Safety improvements at the approaches and across the bridge will also be completed.

Built in 1920, this is a two-span reinforced concrete T-beam structurally deficient bridge as a result of a poor condition of the deck and substructure units (rating of 4). The underside of deck has large spalled areas of concrete with exposed, corroded reinforcement. The abutments and wingwalls have numerous areas of missing mortar plus loose and missing stones. Advanced scour is exhibited at the pier. The bridge is currently not weight restricted. It has no safety features at the bridge approaches and substandard railing across the bridge.

Bridge #280  
Bridge ID: 09700903690280

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13		15											
FD	ACT13		50											
ROW	ACT13		10											
CON	ACT13		275											
		0	350	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>					<b>350</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 102988 Gravel Hill over Mill Creek

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Southampton Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: TSS/T. Stevenson

CMP:

Work to be performed on this structurally deficient county bridge #293 in Upper Southampton Township includes rehabilitation of the stone masonry spandrel walls and arches, as well as replacement of the grout between the arch ring and corrugated steel lining. Sign correction, substructure maintenance, and safety improvements at the approaches will also be completed.

Originally constructed in 1860, the bridge is a single-lane, two-span closed spandrel stone arch structure and is a structurally deficient bridge as a result of the stone masonry superstructure listed as poor condition (rating of 4). However this inspection was done prior to the collapse of the masonry wall would likely be revised to receive a worse rating once evaluated. In addition to the partial collapse of the masonry wall high priority (Priority 0) items include the correction and replacement of bridge signage. The bridge is currently weight restricted to 5 tons and has been closed to traffic since April of 2014 due to loss of fill and stones along one of the downstream spandrel walls.

Bridge #293

Bridge ID: 09700903570293

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13		5											
FD	ACT13		20											
CON	ACT13		250											
		0	275	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			275	Total FY2017-2020				0	Total FY2021-2024			0

Total For Bucks	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$65,515	\$152,010	\$145,002	\$133,676	\$496,203	\$192,646	\$16,481

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 7/16/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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

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

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
ROW	BOO	80															
ROW	183	15															
ROW	LOC	5															
UTL	BOO	1,774															
UTL	183	333															
UTL	LOC	111															
CON	BOO	3,975															
CON	183	746															
CON	LOC	248															
		<b>7,287</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 FY2013-2016</b>				<b>7,287</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>							

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Hephzibah Hill Rd. over Buck Run

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Marlborough Township; East Fallowfield Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** HNTB/PAM

**CMP:**

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	145												
CON	HCB	1,442												
CON	STU		358											
		1,587	358	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>1,945</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>	

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

**LIMITS** Over Culbertson Road

Est Let Date: 6/16/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** East Brandywine Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** P/CNV

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916D	900												
CON	916D		1,300											
		900	1,300	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>2,200</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Over West Branch of Red Clay Creek

Est Let Date: 2/4/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Kennett Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 2

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO	60											
PE	183	12											
PE	LOC	3											
FD	STU		288										
FD	183		55										
FD	LOC		17										
ROW	STU			50									
ROW	183			7									
ROW	LOC			2									
CON	BOF					1,219							
CON	183					228							
CON	LOC					76							
		<b>75</b>	<b>360</b>	<b>59</b>	<b>0</b>	<b>1,523</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>494</b>	<b>Total FY2017-2020</b>			<b>1,523</b>	<b>Total FY2021-2024</b>			<b>0</b>

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

**LIMITS** Over Valley Creek

Est Let Date: 6/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Tredyffrin Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU			1,149									
CON	183			215									
CON	LOC			72									
		<b>0</b>	<b>0</b>	<b>1,436</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 FY2013-2016</b>			<b>1,436</b>	<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS Over Brandywine Creek

Est Let Date: 3/20/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Birmingham Township; Pocopson Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	185		300											
UTL	BOO	40												
UTL	185	10												
CON	916			694										
CON	916				2,057									
CON	916									3,420				
		50	300	694	2,057	0	0	0	0	3,420	0	0	0	
		Total FY2013-2016			3,101	Total FY2017-2020				0	Total FY2021-2024			3,420

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** On Camp Bonsul Road over Big Elk Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Elk Township; New London Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 1

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

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	HCB		252										
FD	179		63										
ROW	HCB			16									
ROW	179			4									
CON	HCB			1,084									
CON	179			271									
		0	315	1,375	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		1,690				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

Est Let Date: 2/4/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Downingtown Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU				5,544									
CON	183				1,039									
CON	LOC				346									
		0	0	0	6,929	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>6,929</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 14484** *PA 41 Study SR:0041*

**LIMITS** Delaware State Line to PA 926

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

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

AQ Code:X1

**PLANNING AREA:** Rural Area; Developed Community; Growing Suburb

DOD: 2

**PROJECT MANAGER:** HNTB/MR

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SXF	2,615												
		2,615	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>2,615</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14504 PA 52 Relocation SR:0052

LIMITS PA 926 to US 1

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: East Marlborough Township; Kennett Township; Pennsbury Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: CONSTR

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STP	796													
CON	581	200													
		996	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			996	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Shoen Road to Gordon Drive

Est Let Date: 11/14/2013

**IMPROVEMENT** Roadway New Capacity

LRPID:42

**MUNICIPALITIES:** Uwchlan Township; West Whiteland Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/DMB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 16A

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

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

ITS Treatments are complete.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	NHS	80												
UTL	581	20												
UTL	NHPP		120											
UTL	581		30											
CON	NHS	4,680												
CON	581	1,170												
CON	NHPP		5,571											
CON	581		1,393											
CON	NHPP			4,761										
CON	581			1,190										
		<b>5,950</b>	<b>7,114</b>	<b>5,951</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 FY2013-2016</b>			<b>19,015</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Kennett Square Bypass to Greenwood Road

Est Let Date: 12/15/2015

**IMPROVEMENT** Roadway New Capacity

LRPID:44

**MUNICIPALITIES:** East Marlborough Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 2

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 5A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	581	80												
FD	581		170											
ROW	581		200											
UTL	581		1,000											
CON	NHPP				4,591									
CON	581				1,148									
		<b>80</b>	<b>1,370</b>	<b>0</b>	<b>5,739</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>Total FY2013-2016</b>			<b>7,189</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 14653**      **State Street Bridge**

**LIMITS** Over Amtrak's Harrisburg Line

Actl Let Date: 12/3/2009

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Parkesburg Borough

AQ Code:S2

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Remove the dilapidated vehicular bridge piers. Bridge has been closed to traffic since the 1970-s and was removed in 1998. Extension of Public Utilities Commission requires removal before the end of 2012. A new pedestrian bridge may be constructed. Resolution from the Public Utilities Commission is needed before this project advances to construction.

The project will make State Street more useable by connecting Main Street to Front Street on the north side of the railroad tracks. The re-profiling of State Street on the south side of the railroad tracks will provide a smooth transition between the street and the adjacent properties.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	50												
		<b>50</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 FY2013-2016</b>			<b>50</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

ctl Let Date: 12/15/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

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

AQ Code:A2

**PLANNING AREA:** Growing Suburb; Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	4,000												
		4,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,000	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

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

Est Let Date: 10/6/2022

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Tredyffrin Township; Willistown Township

AQ Code:R1

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 7D

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. Study underway.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
STUD	581	236											
STUD	581				56								
PE	NHPP				1,159								
FD	STU					2,409							
CON	581					5,000							
CON	CAQ						10,000						
CON	581						5,000						
		236	0	0	1,215	7,409	15,000	0	0	0	0	0	0
		Total FY2013-2016			1,451	Total FY2017-2020			22,409	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Main Street to Taylor Alley

Est Let Date: 1/15/2016

**IMPROVEMENT** Roadway New Capacity

LRPID:41

**MUNICIPALITIES:** Phoenixville Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** TSS/HPF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 9B

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.

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

**TOLL CREDIT**

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	325												
ROW	SXF		40											
UTL	SXF		25											
CON	SXF				3,672									
CON	STU				1,987									
		<b>325</b>	<b>65</b>	<b>0</b>	<b>5,659</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 FY2013-2016</b>			<b>6,049</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

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

**LIMITS** At Hillendale Road

Est Let Date: 6/19/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** New Garden Township

AQ Code:R1

**PLANNING AREA:** Growing Suburb

DOD: 2

**PROJECT MANAGER:** EE/JA

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STP		96											
PE	581		48											
CON	STU				1,428									
CON	TOLL													
		<b>0</b>	<b>144</b>	<b>0</b>	<b>1,428</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 FY2013-2016</b>			<b>1,572</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Over Valley Creek

Actl Let Date: 2/9/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Atglen Borough

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** HNTB/GCG

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO*	813												
		813	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			813	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS** PA 926 to Mill Road

Est Let Date: 5/15/2015

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** East Marlborough Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD: 1

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

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	CAQ	88												
UTL	CAQ	292												
CON	CAQ			1,664										
		380	0	1,664	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			2,044	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

Est Let Date: 2/15/2016

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Spring City Borough; East Coventry Township; East Pikeland Township; East Vincent Township;

AQ Code:A2

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 3

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include #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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ				8,115								
		0	0	0	8,115	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			8,115	<b>Total FY2017-2020</b>			0	<b>Total FY2021-2024</b>			0

**MPMS# 60703**      **East Goshen Township(Signals) SR:2014**

**LIMITS** Airport Rd.- N. Chester Rd. on Paoli Pk

Actl Let Date: 6/10/2010

**IMPROVEMENT**

**MUNICIPALITIES:** East Goshen Township

AQ Code:2020M

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	NHPP		11										
		0	11	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			11	<b>Total FY2017-2020</b>			0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Along Sheree Boulevard No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Uwchlan Township AQ Code:A2

**PLANNING AREA:** Growing Suburb DOD: 0

**PROJECT MANAGER:** EE/DVRPC/RG **CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	885											
CON	TOLL												
		0	885	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		885				0				0			

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

**LIMITS** Along South Bank of French Creek No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Phoenixville Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD: 1

**PROJECT MANAGER:** TSS/HPF **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 9A, 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	LOC	233											
UTL	LOC	60											
CON	CAQ	495											
CON	LOC	124											
		233	60	619	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		912				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Schuylkill River Bridge to East of Norfolk Souther

Actl Let Date: 6/28/2012

**IMPROVEMENT** Roadway Rehabilitation

LRPID:2

**MUNICIPALITIES:** Lower Pottsgrove Township; North Coventry Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** EE/LJL

**CMP:** Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SPK-NHS	5,418												
		5,418	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,418	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 64494**      **US 202, Swedesford Road to PA 29 (Section 320) SR:0202**

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

Actl Let Date: 12/9/2010

**IMPROVEMENT** Roadway New Capacity

LRPID:43

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

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8C

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 2007 and 2011 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU*			2,800										
CON	NHPP*			11,200										
		0	0	14,000	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>14,000</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Exton Bypass to Little Valley Creek Bridge

Est Let Date: 10/18/2012

**IMPROVEMENT** Roadway New Capacity

LRPID:43

**MUNICIPALITIES:** East Whiteland Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8C

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

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

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'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 2007 and 2011 annual memoranda on supplemental strategies for details related to this project. (Many CMP commitments are also relevant for US 202 Section 400.) Also see MPMS 84410 for the CMP package of transit services for this project.

### TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS	7,685											
CON	NHPP		11,858										
CON	NHPP			12,718									
CON	NHPP				16,647								
		<b>7,685</b>	<b>11,858</b>	<b>12,718</b>	<b>16,647</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>48,908</b>				<b>0</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 69645 East Reeceville Rd. (Bridge) SR:4002

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

The existing East Reeceville Road Bridge over Beaver Creek is a single lane, single span (31') steel beam structure supported by stone masonry abutments and wingwalls. The bridge was originally constructed in 1934 and is currently weight restricted to 15 tons. It is presently considered structurally deficient due to heavy steel beam corrosion and section loss. The existing roadways approaching the bridge consist of two 11-foot opposing lanes with no shoulders. The two opposing 11' approach lanes narrow to one lane over the bridge. This project will include replacing the bridge and approximately 250' of approach roadway improvements, 125' each side of the new bridge. The proposed bridge will be a 36'-9" single span prestressed concrete spread box beam structure, 28' wide curb-to-curb, carrying two 11' opposing lanes and two 3' shoulders. The superstructure will be supported by reinforced concrete abutments and wingwalls on shallow spread footings. The minimum vertical under clearance of the bridge from the bottom of the superstructure to the streambed is 4'-7". To safely carry motorist across the bridge and meet current roadway design and safety criteria, moderate changes to the vertical and horizontal roadway alignment are necessary. These modifications include shifting the centerline of the existing roadway slightly south, vertical re-profiling and providing a mild super elevated horizontal curve across the bridge. Additional roadway work includes drainage and other safety improvements.

This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	1												
		1	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 69647** **US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek SR:0322**

**LIMITS** Over Brandywine Creek

Est Let Date: 10/18/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Bradford Township; East Caln Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916	400												
CON	916D	5,273												
CON	916		250											
		<b>5,673</b>	<b>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 FY2013-2016</b>			<b>5,923</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>	

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

**LIMITS** Over Pine Creek

Est Let Date: 12/15/2011

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Warwick Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** HNTB/PAM

**CMP:** Not SOV Capacity Adding

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	35												
CON	185	8												
		<b>43</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 FY2013-2016</b>			<b>43</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS Over Valley Creek

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 12.0' of fill. It is not considered historical. The existing sufficiency rating is 44.7. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right (total 52'). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	TOLL														
PE	NHPP		92												
FD	185		172												
CON	BOO	5,508													
CON	183	1,032													
CON	LOC	344													
		<b>6,884</b>	<b>264</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 FY2013-2016</b>			<b>7,148</b>			<b>Total FY2017-2020</b>			<b>0</b>			<b>Total FY2021-2024</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS Over Officers Run

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

This project is the replacement of an existing single span reinforced concrete T-beam bridge with a spread box beam widening on the left side with a prestressed concrete spread box beam bridge. It is not considered historical. The existing sufficiency rating is 76.4. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' with varying shoulders (8' to 10') and has a variable width raised mountable median providing for a minimum of 51'-3" curb-to-curb. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right and a 15' median providing an 11' turn lane and a 4' painted traffic separator (total 70'-4 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	185		110										
FD	185		205										
CON	916			2,774									
CON	916				3,304								
CON	916					265							
		0	315	2,774	3,304	265	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		6,393				265				0			

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

LIMITS Over Officers Run

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	BOO	65											
CON	STU			1,801									
CON	185			450									
		65	0	2,251	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		2,316				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** State/Cypress/Union Streets

Est Let Date: 10/18/2012

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Kennett Square Borough

AQ Code:2013M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** Gannett/SAN

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	921												
CON	CAQ		1,322											
		921	1,322	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,243	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 71195 Coatesville Train Station Rehabilitation (TE) SR:0030**

**LIMITS** 3rd Avenue at Fleetwood Street

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Coatesville City

AQ Code:M8

**PLANNING AREA:** Developed Community

DOD: 5

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Lincoln Highway at Old Wilmington Road

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Sadsbury Township

AQ Code:A2

**PLANNING AREA:** Rural Area

DOD: 0

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

**CMP:** Not SOV Capacity Adding

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		436											
		0	436	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			436	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 71198**      **Park Road Trail (TE) SR:0100**

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

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Upper Uwchlan Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** Gannett/CS

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 16A

This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. ½ 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 72910** *Coatesville Third Avenue Train Station - Streetscape (HTSSRS)*

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

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Coatesville City

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 5

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

**MPMS# 72911** *Phoenixville Streetscape (HTSSRS) SR:1040*

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

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Phoenixville Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9B

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 lighting 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		1,150											
		1,150	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>1,150</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** West Grove Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 3

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	42											
CON	STE		1,078										
CON	STP		1,048										
CON	STU			72									
		<b>42</b>	<b>2,126</b>	<b>72</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		2,240				0				0			

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

**LIMITS** Chestnut Street to Miner Street

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** West Chester Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 3

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8B

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	849											
		<b>849</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		849				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 77459** *Phoenixville Streetscape (HTSSRS)*

**LIMITS** PA 29/PA 23/PA 113

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Phoenixville Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A, 9B

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 Home Town Streets Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	1,150												
		1,150	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>1,150</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 77476** *Kennett Pike Bikeway SR:0052*

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

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Kennett Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5A

This project involves the planning, design, and construction of shoulder improvements along approximately 1.7 miles of Kennett Pike (SR 0052) between the Route 1/Kennett Pike intersection at the north end and the Pennsbury Township line at the south end. This project will provide for the reconstruction of the existing shoulders along Kennett Pike to allow bicyclists and pedestrians safe access along this historic section of Kennett Pike. The new shoulders will be 6 feet wide and the limits of shoulder reconstruction will extend over the 1.7 mile project length. Drainage work for this project consists of replacing standard inlet grates with bicycle-safe inlet grates for all existing inlets along the project length.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	813												
CON	STE		34											
		813	34	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>847</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 78521 Sunnyside Rd o/Octoraro Rd.

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Penn Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:**

**CMP:**

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	183		96											
FD	LOC		24											
ROW	183		25											
ROW	LOC		6											
CON	183		817											
CON	LOC		204											
		0	1,172	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,172	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS** Hanover Street to Font Road

Est Let Date: 1/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** South Coventry Township; Upper Uwchlan Township; West Vincent Township; East Nantmeal T

AQ Code:S6

**PLANNING AREA:** Rural Area; Growing Suburb

DOD: 0

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 16A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	HSIP	477												
FD	581		53											
ROW	HSIP		151											
ROW	581		17											
CON	HSIP			3,658										
		477	221	3,658	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			4,356	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Over Trout Run Creek

Est Let Date: 4/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Tredyffrin Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8C

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU			1,553										
CON	183			292										
CON	LOC			97										
		0	0	1,942	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,942	Total FY2017-2020				0	Total FY2021-2024			0

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

**LIMITS** Over Big Elk Creek

Est Let Date: 6/16/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Penn Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		1,154											
CON	183		216											
CON	LOC		72											
		0	1,442	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,442	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** At Wawaset Road and Lenape Unionville Road

Est Let Date: 3/28/2013

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Pocopson Township

AQ Code:R1

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** HNTB/MR

**CMP:** Minor SOV Capacity

This project will include the design and construction of a one lane roundabout to improve the safety and operations at the intersection of PA 52, Wawaset and Lenape Unionville Roads in Pocopson Township. The proposed improvements will consist of reconfiguring the existing intersection to a roundabout and shifting the existing Pocopson Home driveway. The township will be responsible for 100 % engineering and right-of way.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	STU		150											
CON	STP	1,791												
CON	STP		100											
CON	STU		510											
		<b>1,791</b>	<b>760</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 FY2013-2016</b>			<b>2,551</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

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

**New-B**

**LIMITS** Chester County

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Wallace Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916							328						
ROW	916								73					
UTL	916									15				
CON	STP										1,145			
CON	185										286			
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>73</b>	<b>15</b>	<b>1,431</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2013-2016</b>			<b>0</b>		<b>Total FY2017-2020</b>			<b>401</b>		<b>Total FY2021-2024</b>		<b>1,446</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Over Brandywine Creek

Est Let Date: 3/2/2017

**IMPROVEMENT** Roadway New Capacity

LRPID:122

**MUNICIPALITIES:** Downingtown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Major SOV Capacity

Adding Subcorr(s): 7E

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), \$499,915 2010 Appropriations Earmark (PA ID# 730), and \$490,000 2008 Appropriations Earmark (PA ID #696). \$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.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	LOC			371									
ROW	LOC				96								
UTL	LOC					263							
CON	DEMO					1,690							
CON	LOC					756							
		0	0	371	96	2,709	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			<b>467</b>	<b>Total FY2017-2020</b>			<b>2,709</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** R5/Paoli - Thorndale

No Let Date

**IMPROVEMENT** Transit Improvements

LRPID:43

**MUNICIPALITIES:**

AQ Code:M1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** TSS/MCF

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STP	2,233												
PE	CAQ		1,747											
PE	CAQ			486										
		<b>2,233</b>	<b>1,747</b>	<b>486</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 FY2013-2016</b>			<b>4,466</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

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

**LIMITS** Historic Yellow Springs

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** West Pikeland Township

AQ Code:S6

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** AECOM/CC

**CMP:** Not SOV Capacity Adding

This proposed project will provide for parking and street enhancements in the historic village of Yellow Springs. These improvements include eliminating the often dangerous on the street (parallel parking) on Art School Road; adding a pedestrian walkway so that visitors can safely cross the street when visiting 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	134												
CON	SXF	20												
		<b>154</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 FY2013-2016</b>			<b>154</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 85062 PA 252 Underpass/US 30 Intersection

LIMITS PA 252 at US 30

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

AQ Code:R2

PLANNING AREA:

DOD: 1

PROJECT MANAGER: TSS/SPF

CMP: Minor SOV Capacity

Adding Subcorr(s): 7D

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	CAQ		12											
PE	581		3											
FD	CAQ	149												
FD	581	37												
UTL	CAQ	42												
UTL	581	11												
CON	CAQ		1,153											
		239	1,168	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,407	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 85949 SR 896 Safety Improvements

LIMITS PA 896, Elbow Lane to Shepherd Lane

Est Let Date: 7/7/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

AQ Code:S6

PLANNING AREA:

DOD:

PROJECT MANAGER: Gannett/BPM

CMP: Not SOV Capacity Adding

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; installing appropriate signage along PA Route 896; improving drainage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Total cost of the project is \$3,575,000.

Construction (\$3,461,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

FY10 - Regional Safety Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP	350												
PE	TOLL													
PE	TOLL													
PE	HSIP		350											
		350	350	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			700	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU		46										
PE	183		9										
PE	LOC		3										
FD	STU			315									
FD	183			59									
FD	LOC			20									
ROW	STU				46								
ROW	183				9								
ROW	LOC				3								
UTL	STU					45							
UTL	183					9							
UTL	LOC					2							
CON	BOF							2,027					
CON	183							380					
CON	LOC							127					
		0	58	394	58	56	0	2,534	0	0	0	0	0
		Total FY2013-2016			510	Total FY2017-2020			2,590	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS Over Muddy Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU		280										
FD	183		52										
FD	LOC		17										
ROW	STU			45									
ROW	183			9									
ROW	LOC			2									
CON	STU				1,855								
CON	183				348								
CON	LOC				116								
		0	349	56	2,319	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		2,724				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** Over Beaver Creek

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Caln Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	STU			40											
UTL	183			8											
UTL	LOC			2											
CON	BOF						2,066								
CON	183						387								
CON	LOC						129								
		0	0	50	0	0	2,582	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			<b>50</b>		<b>Total FY2017-2020</b>			<b>2,582</b>		<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 87281** *Grove Road Drainage Improvements*

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

Actl Let Date: 3/29/2012

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** West Whiteland Township

AQ Code:S2

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** Gannett/CS

**CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	STU	3													
ROW	581	1													
ROW	STU		3												
ROW	581		1												
CON	STU	7													
CON	TOLL														
CON	TOLL														
CON	STU		11												
		11	15	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			<b>26</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 89697 *Bridge Rehab Group G*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:**

Funds will be used for the following bridge rehabilitation projects in Chester County:

- Valley Forge Road (SR 0023) over Pickering Creek in Schuylkill Twp.
- White Horse Pike (SR 0322) over West Branch Brandywine Creek in Honey Brook Borough
- Fernhill Road (SR 2012) over US 202 in West Goshen Twp.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581		4,000											
		0	4,000	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>4,000</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

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

New-B

**LIMITS** East Caln Township, West of Quarry Rd intersection

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** East Caln Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/SPF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7E

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185		361											
ROW	185					203								
UTL	185							348						
CON	185								2,871					
		0	361	0	0	0	203	348	2,871	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>361</b>		<b>Total FY2017-2020</b>			<b>3,422</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 92327** *Glen Crest Road Warning Devices*

**LIMITS** Glen Crest Road

No Let Date

**IMPROVEMENT**

**MUNICIPALITIES:** Valley Township

AQ Code:S1

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** **CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	RRX	20													
		20	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		20			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 92328** *Scarlett Road Warning Device*

**LIMITS** Scarlett Road Warning Device

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** New Garden Township

AQ Code:S1

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** **CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	RRX	238													
		238	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		238			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 92329 *Pennsylvania Avenue Warning Device SR:0041*

LIMITS Pennsylvania Avenue

No Let Date

IMPROVEMENT

MUNICIPALITIES: New Garden Township

AQ Code:S1

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: CMP:

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	RRX	39											
		39	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>39</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

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

LIMITS

Est Let Date: 8/23/2012

IMPROVEMENT Streetscape

MUNICIPALITIES: Phoenixville Borough

AQ Code:X9

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: CMP:

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	170											
		170	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>170</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 92733** *Dwnngtwn Pk o/EBr Brndywn (Bridge)*

**New-B**

**LIMITS** East Bradford Township, west of Sugar Bridge Road

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** East Bradford Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** TSS/SPF

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	185							418								
ROW	185								359							
UTL	185									148						
CON	185										4,568					
		0	0	0	0	0	0	418	359	148	4,568	0	0			
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>				777	<b>Total FY2021-2024</b>				4,716

**MPMS# 93440** *District Bridge Maint Contract 2*

**LIMITS** Various Bridges in Chester County

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

This project is to fund the repair of Structurally Deficient (SD) bridges that within Chester County:

- S.R 0282 over Indian Run Creek
- S.R. 3052 over Octoraro Creek
- S.R. 3061 over Taylors Run.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	916	914														
		914	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2013-2016</b>				914	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 94512 Penn Green Road Railroad Grade Crossing

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township AQ Code:S1

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: MAL CMP:

This project is for the installation of railroad warning devices and high type surface.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	1												
CON	TOLL													
		1	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 94827 District Surface Treatment 81 (6-2) (ADA Ramps)

LIMITS No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: AQ Code:NRS

PLANNING AREA: DOD:

PROJECT MANAGER: CONSTR CMP:

These are ramp improvements for compliance with Americans with Disabilities Act of 1990 (ADA) that are companion improvements to road surface treatment projects undertaken by District 6-0 Maintenance Division.

- Compass Rd/Conestoga Ave: Start Segment 0370, Start Offset 0000, End Segment 0510, End Offset 1273
- Little Washington Rd: Start Segment 0040, Start Offset 0000, End Segment 0070, End Offset 2267
- Hopewell Rd: Start Segment 0070, Start Offset 0977, End Segment 0104, End Offset 2217
- Phoenixville Pike: Start Segment 0090, Start Offset 0000, End Segment 0150, End Offset 0000
- Pothouse Rd/Valley Park Rd: Start Segment 0040, Start Offset 0000, End Segment 0080, End Offset 1708
- Central Ave/Cedar Hollow Rd: Start Segment 0010, Start Offset 0000, End Segment 0030, End Offset 1287
- Chesterville Rd/Wickerton Rd: Start Segment 0010, Start Offset 0000, End Segment 0160, End Offset 0000
- Street Rd: Start Segment 0010, Start Offset 0000, End Segment 0070, End Offset 17033
- Limestone Rd: Start Segment 0030, Start Offset 0000, End Segment 0180, End Offset 0512
- Whitford Rd: Start Segment 0070, Start Offset 0000, End Segment 0100, End Offset 3090
- Lincoln Hwy: Start Segment 0372, Start Offset 1890, End Segment 0422, End Offset 1486
- Lancaster Ave: Start Segment 0470, Start Offset 0000, End Segment 0580, End Offset 2048

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916		565											
		0	565	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			565	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 95366 US 202 over AMTRAK

LIMITS No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: West Whiteland Township AQ Code:S19

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding Adding Subcorr(s): 7D, 8C

Funding for this project is for deck replacement and substructure rehabilitation of the US 202 bridge that goes over AMTRAK in West Whiteland Township, Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TOLL		7,086										
CON	NHPP			4,665									
CON	TOLL				4,249								
CON	NHPP												
CON	TOLL												
CON	NHPP												
		0	7,086	4,665	4,249	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>16,000</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

MPMS# 95430 US 202 at SR 926 Intersection Improvement

New-B

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements LRPID:39

MUNICIPALITIES: Various AQ Code:R1

PLANNING AREA: DOD: 0

PROJECT MANAGER: Gannett/VAG CMP: Minor SOV Capacity Adding Subcorr(s): 8A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU	320											
PE	581	80											
FD	STU					287							
FD	581					72							
ROW	STU						49						
ROW	581						12						
UTL	STU						98						
UTL	581						24						
CON	STU						1,181						
CON	581						295						
		400	0	0	0	359	1,659	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>400</b>				<b>Total FY2017-2020</b>				<b>2,018</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 95531**      *1st Avenue Grad Crossing Modena-Lgap*

**LIMITS** Modena to Lower Gap Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** South Coatesville Borough

AQ Code:S1

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** MAL

**CMP:**

Installation of railroad 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	RRX	54												
		54	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			54	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

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

**LIMITS** Boot Road/US 202 interchange

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** West Goshen Township

AQ Code:20250

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:**

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		244											
CON	LOC		61											
		0	305	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			305	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 96785 *Wawaset Road Grade Crossing*

LIMITS Between Hill Road and SR 842

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pocopson Township

AQ Code:S8

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: MAL CMP:

Installation of Warning Devices and High Type Surface

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	184												
CON	RRX		184											
		184	184	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			368	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 96789 *Elkdale Road Grade Crossing*

LIMITS Between Elkview Road and Village Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Oxford Township

AQ Code:S8

PLANNING AREA: Rural Area

DOD:

PROJECT MANAGER: MAL CMP:

Installation of Warning Devices and High-Type Surface

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	137												
CON	RRX		138											
		137	138	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			275	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township AQ Code:S7

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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

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

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$10,225

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		10											
		0	10	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			10	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 98005**      *London Britain Township Safety Improvements (ARLE 3)*

**LIMITS** No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** London Britain Township AQ Code:S7

**PLANNING AREA:** Rural Area DOD:

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

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for installation of a center rumble strip on Penn Green Road within the township to improve safety.

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

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$10,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		10											
		0	10	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			10	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 98158**      *Lafayette Road Bridge over the West Branch of Brandywine Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Brandywine Township AQ Code:S19

**PLANNING AREA:** Growing Suburb DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the Lafayette Road Bridge over the West Branch of Brandywine Creek (County Bridge #254) to prolong its useful life. The scope includes replacement of the floor beams and installation of a new reinforced, composite concrete deck to increase load carrying capacity to 12-15 tons, as well as the installation of safety features and substructure repairs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13		50											
FD	ACT13		30											
CON	ACT13		420											
		0	500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			500	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98159 *Lions Head Road Bridge over Birch Run*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Caln Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the Lions Head Road Bridge over Birch Run (County Bridge #324) to prolong its useful life. The scope includes replacing the superstructure to correct the structural deficiency.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
PE	ACT13		60																	
FD	ACT13		40																	
CON	ACT13		470																	
		0	570	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>570</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

MPMS# 98223 *Creek Road over Pickering Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Schuylkill Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD:

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

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

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

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

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
FD	183																			
		0	0	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>0</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98224 *Spring City Road over Stony Run*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township AQ Code:S19

PLANNING AREA: Growing Suburb DOD:

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

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

MPMS# 98234 *Baker Station Road Bridge over East Branch of White Clay Creek (County Bridge #59),*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: London Grove Township AQ Code:S19

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP:

Funds for this project will go towards the replacement the superstructure to correct the structural deficiency.

Performing repairs on this structure will remove this bridge from structurally deficient status.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	ACT13		65										
FD	ACT13		35										
CON	ACT13		600										
<b>Total FY2013-2016</b>		<b>0</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 101684** *Street Rd RR Motion Detec*

**LIMITS** Street Rd. between Creek Rd. and Britons Rd.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Pocopson Township

AQ Code:S1

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** MAL/M. LANG

**CMP:**

Installation of Railroad motion detectors.

TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	TOLL														
CON	RRX		72												
		0	72	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		72			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 101818** *Burrow Run Rd Lights/Gate*

**LIMITS** Burrow Run Rd between Norway Rd and Cedar Wood Lane.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Kennett Township

AQ Code:S1

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** MAL/M. LANG

**CMP:**

Installation of railroad lights and gate on Burrow Run Road, between Norway Road and Cedar Wood Lane in Kennet Township, Chester County.

TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	TOLL														
CON	RRX		170												
		0	170	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		170			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 101857**     *First Ave RRX Gates*

**LIMITS** First Ave between Modena Road and Newlinville Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** South Coatesville Borough

AQ Code:S1

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** MAL/M. LANG

**CMP:**

Installation of railroad crossing gates on First Avenue Railroad in South Coatesville Borough, Chester County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	RRX		80											
		0	80	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			80	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 102120**     *US 1 Cable Median Improvement*

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:**

AQ Code:S6

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:**

Funding for this project will go to closing the currently open median on the US 1 limited access highway in southern Chester County. The intent is to systematically eliminate / prevent crossover crashes on US 1 where approximately 22 miles of cable median barrier is being proposed for installation. The project can be scaled back to address just one of the two proposed locations based on available funding if necessary, as the District priority would be the easternmost portion (referenced as CMB #3 - 12.35 miles - \$1,250,000 estimate) since the AADT is approximately 20,000 or higher.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	HSIP		1,800											
		0	1,800	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,800	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: North Coventry Township AQ Code:2025M

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding Adding Subcorr(s): 16A

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$51,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		51											
		0	51	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		51			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>	0

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

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Tredyffrin Township AQ Code:2025M

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP: Minor SOV Capacity Adding Subcorr(s): 7D

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$564,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244	564												
		564	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		564			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>	0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** East Whiteland Township AQ Code:2025M

**PLANNING AREA:** Growing Suburb DOD:

**PROJECT MANAGER:** CMP: Minor SOV Capacity Adding Subcorr(s): 7D

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$445,000

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
CON	244		445																	
		0	445	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>445</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 102295 Parker Ford Safety Improvements (ARLE 4)**

**LIMITS** No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** East Coventry Township AQ Code:S6

**PLANNING AREA:** Growing Suburb DOD:

**PROJECT MANAGER:** CMP: Not SOV Capacity Adding Adding Subcorr(s): 9A

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$185,000

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
CON	244		185																	
		0	185	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>185</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 102379**     *Resurfacing of Rt. 30*

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

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Tredyffrin Township; Easttown Township

AQ Code:S10

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:**

RESURFACING OF RT 0030 FROM SR 0252, SEGMENT 0600/0601 OFFSET 0000 (BEAR HILL/ LEOPARD RD) TO DELAWARE COUNTY LINE, SEGMENT 0680/0681 OFFSET 2864 IN TREDYFFRIN AND EASTTOWN TOWNSHIPS

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	581		6										
CON	581		68										
CON	581			1,800									
		0	74	1,800	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		1,874				0				0			

**MPMS# 102832**     *Kennett and New Garden Townships Sidewalk Project*

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Kennett Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:**

The project will install sidewalks along the identified roadways on West Cypress Street from Scarlet Rd to S.Mill St., W. Baltimore Pike from Penns Manor Drive to Mill Road, and along Rosedale Road and McFarlan Roads. The main reason for this project is to provide safe pedestrian pathways for residents of the community to walk to and from their houses and businesses.

This project was awarded \$850,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 102833 Village of Eagle Trail Connections

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Upper Uwchlan Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD:

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

**CMP:**

The bicycle and pedestrian network in the Village of Eagle has significant gaps or missing connections that limit access and mobility for non-motorized transportation and recreation. Also, some elements of the existing bicycle and pedestrian facilities do not meet current design requirements and standards. High vehicular travel speeds and volumes create an unsafe and uncomfortable environment for walking and biking, especially in areas without dedicated bicycle and pedestrian facilities.

**Upland Farms Park Connection**

This project will include a new trail/sidepath connection along the frontage of the Upland Farms property along Route 100. This segment will be part of a north-south spine in the Township's trail and sidewalk network and provide the critical connection to the Village of Eagle. This section of the proposed trail has two components:

- 8-foot wide asphalt multi-use trail on the west side of Route 100 between the Upland Farms Park Driveway (near the northern intersection of Pottstown Pike and Graphite Mine Road) and Darrell Drive
- 6-foot wide asphalt sidepath on the west side of Route 100 between Darrell Drive and the existing sidepath at the Reserve at Waynebrook community.

**Park Road Trail Connection**

This project will install new sidepath connections to link with the existing sidepaths that terminate at property lines on Pottstown Pike and on Little Conestoga Road. These sidepath segments will provide direct connections from residential neighborhoods to the Park Road Trail and the larger local and regional trail network. The proposed Park Road Trail Connection has three components of the 6-foot wide asphalt sidepaths:

- West side of Route 100 between the existing sidepath at the Reserve at Waynebrook community and in front of the Eagle Village Shops to Park Road
- North side of Little Conestoga Road (SR 4016) between Park Road and the existing sidepath in front of Marsh Creek Signs

The Park Road Trail is the east-west spine of the Township's bicycle and pedestrian network that connects residents and visitors with several significant destinations within the Township, including adjoining municipalities and the regional trail network.

The proposed multi-use trail and pedestrian sidepath segments will close gaps and complete connections between residential areas and numerous walking and biking destinations in and around the Village of Eagle. Key residential areas that will be most directly served by the bicycle and pedestrian facilities include the Reserve at Waynebrook (70 units), Byers Station (446 units), Ewing Tract (231 units when complete), Windsor Ridge (442 units), Reserve at Eagle (208 units), Heather Hill (51 units) and Eagle Hunt (131 units), as well as others. The proposed trail and sidepaths will provide connections to the Upland Farms Park and Recreation Center, Pickering Valley Elementary School, St. Elizabeth Church and Parish School, Beth Israel Synagogue and School, and the commercial core of the Village of Eagle. These proposed trail and sidepath segments are critical connections in the Township's overall trail system and will also link to destinations beyond the Village of Eagle and Upper Uwchlan Township. In particular, the proposed facilities will connect with the Township's Park Road Trail, which currently extends west on Park Road to Hickory Park and will eventually link to Marsh Creek State Park. The Park Road Trail also connects to the Uwchlan Trail and official segments of The Circuit.

This project was awarded \$560,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TAP													
		0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		0			<b>Total FY2017-2020</b>				0			<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Chester	\$64,247	\$53,475	\$57,035	\$57,815	\$232,572	\$38,696	\$9,582

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 14767** *US 30, Lancaster Avenue Closed Loop Signals SR:0030*

**LIMITS** Old Eagle School Road/Sugartown Road to Lowry's La

ctl Let Date: 12/18/2008

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Radnor Township

AQ Code:2013M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	CAQ	215													
		215	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		215			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

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

**LIMITS** Over Little Darby Creek and Wigwam Run

Est Let Date: 10/2/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Radnor Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** AECOM/CC

**CMP:** Not SOV Capacity Adding

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	185		800												
ROW	185		288												
UTL	185		144												
CON	STP					8,334									
CON	185					2,083									
		0	1,232	0	0	0	10,417	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		1,232			<b>Total FY2017-2020</b>				10,417				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15008** *Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line SR:7410*

**LIMITS** Over Amtrak/SEPTA R2 Rail Line No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Folcroft Borough; Sharon Hill Borough AQ Code:S19

**PLANNING AREA:** Developed Community DOD: 3

**PROJECT MANAGER:** TSS/GANNETT **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 6A

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP							4,358					
CON	183							817					
CON	LOC							272					
		0	0	0	0	0	0	5,447	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>5,447</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

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

**LIMITS** Over Chester Creek No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Thornbury Township AQ Code:S19

**PLANNING AREA:** Growing Suburb DOD: 0

**PROJECT MANAGER:** TSS/GANNETT **CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU			315									
FD	179A			79									
ROW	STU				46								
ROW	179A				12								
UTL	BOF						49						
UTL	183						10						
UTL	LOC						2						
CON	BOF							2,027					
CON	183							380					
CON	LOC							127					
		0	0	394	58	0	61	2,534	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>452</b>				<b>Total FY2017-2020</b>				<b>2,595</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15185** *Old Forge Road Over Rocky Run (CB #209) SR:7023*

**LIMITS** Over Rocky Run

Actl Let Date: 3/1/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Middletown Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5B

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOF		96											
CON	179		6											
CON	183		18											
		0	120	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			120	Total FY2017-2020				0	Total FY2021-2024			0

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

**LIMITS** Over SEPTA and Cobbs Creek

Est Let Date: 6/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Haverford Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** AECOM/CC

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Harvest Lane and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	875												
ROW	STU		433											
UTL	STU		288											
CON	STU			4,061										
CON	185			1,015										
CON	STU				4,061									
CON	185				1,015									
		875	721	5,076	5,076	0	0	0	0	0	0	0	0	
		Total FY2013-2016			11,748	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** At PA 352/Middletown Road

Est Let Date: 3/15/2019

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:5

**MUNICIPALITIES:** Middletown Township

AQ Code:R3

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/DMB

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP				2,346								
FD	581				587								
ROW	STP					22,457							
UTL	STU								660				
UTL	STP								2,641				
CON	STP									15,000			
CON	STP										27,000		
CON	STP											68,873	
		0	0	0	2,933	0	22,457	0	3,301	15,000	27,000	68,873	0
<b>Total FY2013-2016</b>					<b>2,933</b>	<b>Total FY2017-2020</b>			<b>25,758</b>	<b>Total FY2021-2024</b>			<b>110,873</b>

**MPMS# 15281** *Chester Pike Bridge (US 13) SR:0013*

**LIMITS** over Stoney Creek

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Ridley Township; Ridley Park Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	12											
CON	581	3											
		15	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>					<b>15</b>	<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 1/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Ridley Park Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** AECOM/KS

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 6A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	156												
FD	185		80											
CON	STU			3,225										
CON	185			806										
CON	STU				2,123									
CON	185				531									
		156	80	4,031	2,654	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,921	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15345** PA 252, Providence Road Widening SR:0252

**LIMITS** Palmer's Mill Road to Kirk Lane

Est Let Date: 7/15/2013

**IMPROVEMENT** Roadway New Capacity

LRPID:121

**MUNICIPALITIES:** Upper Providence Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** Gannett/SAN

**CMP:** Major SOV Capacity

Adding Subcorr(s): 5C

This project is full-depth pavement construction and widening from Palmers Mill Road to Kirk Lane in Upper Providence Township. The northern 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 bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916D	1,023												
CON	916	2,103												
CON	916		1,818											
CON	916			652										
		<b>3,126</b>	<b>1,818</b>	<b>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 FY2013-2016</b>			<b>5,596</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

New-B

LIMITS OVER COBBS CREEK : HAVERFORD TOWNSHIP :

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C, 7B

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	STP							65								
FD	185							7								
ROW	STP								67							
ROW	185								7							
CON	STP									690						
CON	185									77						
		0	0	0	0	0	0	72	74	767	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				146	Total FY2021-2024				767

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

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 4/24/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

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

TOLL CREDIT

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
PE	BOO	892														
PE	185	222														
FD	BOO	510														
FD	185	128														
CON	NHPP		6,172													
CON	NHPP			6,172												
CON	BOO				6,172											
		1,752	6,172	6,172	6,172	0	0	0	0	0	0	0	0			
		Total FY2013-2016				20,268	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15438**      **Goshen Road SR:1034**

**LIMITS** South of Darby-Paoli Rd.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Radnor Township

AQ Code:R4

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7B

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

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.  
HSIP Safety Funding for this project has been drawn from MPMS #57927

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STP	130													
		130	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		130			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 47147**      **3rd Street Dam Over Broomall Lake**

**LIMITS** Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 1/8/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Media Borough

AQ Code:S2

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5D

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	183			1,189											
CON	LOC			297											
		0	0	1,486	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		1,486			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 47990 US 13 (Signals) SR:0013

LIMITS Morton Ave./12th St.- 9th St./Clover Ln.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chester City

AQ Code:2010M

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: CONSTR

CMP:

The project consists of the upgrade and interconnection of 26 signalized intersections along a 3.3 mile multi-lane state route to enhance motor vehicle flow along the corridor. Intersection signalization equipment will be fully modernized by removing and replacing the existing equipment with new equipment and it includes signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit. Replacement to occur within existing right-of-way in the vicinity of existing equipment.

FY2013 funds account for Accrued Unbilled Costs

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	STU	112												
UTL	TOLL													
UTL	TOLL													
UTL	CAQ		53											
CON	CAQ	452												
CON	TOLL													
		564	53	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			617	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 47992** *New Road Over West Branch of Chester Creek (Crozierville Bridge) SR:7023*

**LIMITS** Over West Branch of Chester Creek

Est Let Date: 3/5/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Aston Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge.

This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and less than 1/2 mile from to the Chester Creek Trail.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOO	47											
UTL	179A	11											
CON	BOF			1,733									
CON	179A			346									
CON	STU				1,733								
CON	179A				346								
		<b>58</b>	<b>0</b>	<b>2,079</b>	<b>2,079</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		4,216				0				0			

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

**LIMITS** Over Chester Creek

Est Let Date: 6/20/2013

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Chester City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge serves SEPTA bus route 119 and currently has a 12 ton weight limit.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO	2,852											
CON	179A	713											
		<b>3,565</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>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		3,565				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 48168** *Baltimore Pike Signals SR:2016*

**LIMITS** PA 420/Woodland/Bishop Avenue/US 13/Church Lane

Est Let Date: 4/15/2014

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** East Lansdowne Borough; Lansdowne Borough; Springfield Township; Upper Darby Township;

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 3

**PROJECT MANAGER:** HNTB/GCG

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 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.

Intersections in the project are Baltimore and the following cross streets: Bishop, Delmar/Home Depot, Oak, Church Street, Springfield, Diamond, SEPTA Route 102, Marple, Jackson/K-Mart, Scottsdale/Burmout, Martin/Mansfield, Lansdowne, Wycombe, Union, Giant, Penn/Fourth, and Church Lane. Also, on Springfield the following cross streets: Broadway, West Madison and Woodlawn.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	HSIP	25												
FD	TOLL													
FD	STU		60											
UTL	HSIP	563												
CON	HSIP		4,560											
CON	HSIP		78											
		<b>588</b>	<b>4,698</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 FY2013-2016</b>			<b>5,286</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 50520** *Nether Providence Sidewalks and Trail (TE) SR:3003*

**LIMITS** Turner Road/Rogers Lane/Possum Hollow Road

Actl Let Date: 5/24/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Nether Providence Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2C, 5C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	30												
		30	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			30	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 57750** *Baltimore Pike Closed Loop Signals SR:2016*

**LIMITS** Baltimore Avenue, Orange Street to Grandview Avenue

Actl Let Date: 8/19/2010

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Media Borough; Nether Providence Township

AQ Code:2013M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 2C, 5C, 5D

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	318												
CON	CAQ		42											
		318	42	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			360	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57756**      **State Rd. from Rt. 3, West Chester Pike SR:2026**

**LIMITS** to US 1, Township Line Rd.

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Upper Darby Township

AQ Code:2010M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

Funds Account for Accrued Unbilled Costs

Installation of an interconnected closed loop traffic signal system by replacing obsolete traffic controllers at 13 intersections on State Road between Rolling Road and Hilltop Road. The system will be tied via fiber optics to a central monitoring location which will most likely be the Upper Darby Township Building. It will be monitored by Upper Darby's in-house personnel and remote access will be accommodated. Pedestrian poles, pavement markings, and signage will be included.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	CAQ	20												
		20	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			20	Total FY2017-2020				0	Total FY2021-2024			0

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

**LIMITS** Morton Avenue from Swarthmore Avenue and 9th Avenue

Est Let Date: 3/13/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Ridley Township; Rutledge Borough

AQ Code:R1

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5C

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	TOLL													
ROW	CAQ	220												
ROW	CAQ		950											
CON	CAQ		366											
CON	TOLL													
CON	TOLL													
CON	CAQ				179									
CON	TOLL													
CON	CAQ					1,649								
		220	1,316	0	179	1,649	0	0	0	0	0	0	0	
		Total FY2013-2016			1,715	Total FY2017-2020				1,649	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57770** *Grant Avenue Bridge Over Muckinipates Creek SR:7023*

**LIMITS** Over Muckinipates Creek

Actl Let Date: 1/12/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Folcroft Borough; Glenolden Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO*	500												
CON	185	125												
		625	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			625	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 57772** *Convent Road Bridge Over Chester Creek (CB# 6) SR:7023*

**LIMITS** Over Chester Creek

Est Let Date: 2/5/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Aston Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5B

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. This project is subject to standard PennDOT design procedure as defined in the Bicycle/Pedestrian Facilities checklist.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU			3,033										
CON	179A			759										
		0	0	3,792	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,792	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57773** *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB) SR:7301*

**LIMITS** Over Amtrak/SEPTA R2 Rail Line between 5th Street and 6th Streets

Est Let Date: 5/2/2019

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Chester City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4D, 6A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	980											
FD	183	184											
FD	LOC	61											
ROW	BOF					1,219							
ROW	183					228							
ROW	LOC					76							
UTL	BOF							2,262					
UTL	183							424					
UTL	LOC							141					
CON	BOF								4,799				
CON	183								900				
CON	LOC								300				
		1,225	0	0	0	1,523	2,827	0	5,999	0	0	0	0
		Total FY2013-2016			1,225	Total FY2017-2020			10,349	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange SR:8018**

**LIMITS** Rt 322 Comm. Barry Brdge Ramps to Rt.291

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:50

**MUNICIPALITIES:** Chester City

AQ Code:2015M

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** TSS/PWB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4D, 6A, 8A

This project is geared at improving access to and from the City of Chester and the waterfront area from I-95 and the Commodore Barry Bridge/US 322. The project will involve the partial widening of the Commodore Barry associated with the construction of a new on ramp and a new off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291, Second Street, in the City of Chester. A new westbound on ramp from the intersection of S.R. 0291 & Tilghman Street to the Commodore Barry Bridge/US 322 will be provided. A new eastbound off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291 & Jeffrey Street will be provided. Full depth joint replacements and bearing replacements will be constructed on the bridge through the limits of the bridge widening. Also included in the project are safety and drainage improvements, ramp lighting, guide signing upgrades and new traffic signals at the ramp termini with S.R. 0291. Amtrak involvement in the project due to the partial widening of the Commodore Barry Bridge over Amtrak includes the relocation of two catenary structures and the jacking of a new DRPA storm drain pipe under the railroad. Recently added to this project is the inclusion of a new DELCORA storm drainage outfall pipe from the intersection of S.R. 0291 & Tilghman Streets to the Delaware River.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 and 2010 annual memoranda on supplemental strategies for details related to this project.

SAFETEA DEMO #4813, PA ID# 623 - \$1 MILLION

SAFETEA DEMO #4735, PA ID# 545 - \$5 MILLION

SAFETEA DEMO #868, PA ID# 358 - \$2.4 MILLION IS ON MPMS #70245

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	122												
CON	NHS*	2,000												
CON	581	500												
CON	NHPP		2,240											
CON	581		560											
		<b>2,622</b>	<b>2,800</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>0</b>	
		<b>Total FY2013-2016</b>			<b>5,422</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** Ashland Avenue to Cherry Street

Est Let Date: 7/15/2015

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Glenolden Borough; Collingdale Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 3

**PROJECT MANAGER:** TSS/DMB

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 6A

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following nine 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 & Felton Avenue,
8. MacDade Boulevard & Roberta Avenue, and
9. MacDade Boulevard & Cherry Street.

New Intersections added:

- MacDade Boulevard & South Avenue
- MacDade Boulevard & Knowles Avenue

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	CAQ	875												
CON	CAQ			4,457										
		875	0	4,457	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,332	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

AQ Code:R1

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: P/CNV

CMP: Minor SOV Capacity

Adding Subcorr(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOC			56										
ROW	LOC				116									
CON	CAQ							863						
		0	0	56	116	0	0	863	0	0	0	0	0	
		Total FY2013-2016			172	Total FY2017-2020				863	Total FY2021-2024			0

MPMS# 64821 Gradyville Road (Bridge) SR:7208

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

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10C

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	183	234												
CON	LOC	58												
CON	183			382										
CON	LOC			95										
		292	0	477	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			769	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** US 13, Delaware State Line to Trainer Borough

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Marcus Hook Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 2

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 6A

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

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

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		1,507											
CON	TOLL													
		0	1,507	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,507	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 65914** *Sharon Hill Train Station Rehabilitation (TE)*

**LIMITS** At SEPTA R2 Sharon Hill Station

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Sharon Hill Borough

AQ Code:M8

**PLANNING AREA:** Developed Community

DOD: 3

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

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

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

**LIMITS** Over Brandywine Creek

Est Let Date: 10/2/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Chadds Ford Township; Pennsbury Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/SPF

**CMP:** Not SOV Capacity Adding

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

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

TOLL CREDIT

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024												
FD	BOO	583																							
ROW	STU		240																						
UTL	STU		255																						
CON	STP								18,658																
		<b>583</b>	<b>495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,658</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>												
		<b>Total FY2013-2016</b>				<b>1,078</b>				<b>Total FY2017-2020</b>				<b>18,658</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 69815 US 322, Environmental Mitigation (MIT) SR:0322

LIMITS US 1 to West of CSX Railroad bridge

Est Let Date: 9/25/2014

IMPROVEMENT Other

LRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

AQ Code:S2

PLANNING AREA: Developed Community; Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8A

The project involves mitigation measures for widening and improving SR 3025 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 3025 and SR 261 to the eastern end of the project at SR 3025 near the CSX bridge, including jug handles, left turn lanes, in addition to other necessary revisions. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	STU	1,020											
UTL	STU	371											
CON	NHPP		3,406										
CON	SXF		1,446										
CON	581		905										
CON	NHPP			7,025									
CON	SXF			627									
CON	581			1,913									
		1,391	5,757	9,565	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		16,713		Total FY2017-2020				0			
						Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 69816 US 322, US 1 to Featherbed Lane (Section 101) SR:0322

LIMITS US 1 to Featherbed Lane

Est Let Date: 1/5/2017

IMPROVEMENT Roadway New Capacity

LRPID:50

MUNICIPALITIES: Concord Township

AQ Code:2025M

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 5B, 8A

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections.

Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/ Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding.

This project includes ROW and UTL work for MPMS# 69815.

MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	STU	2,800											
ROW	581	700											
CON	NHS					43,901							
CON	NHPP					34,839							
CON	NHS						3,313						
		<b>3,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78,740</b>	<b>3,313</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>	<b>3,500</b>			<b>Total FY2017-2020</b>	<b>82,053</b>			<b>Total FY2021-2024</b>	<b>0</b>		

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 69817** **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

**LIMITS** East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chichester Township

Est Let Date: 1/10/2019

**IMPROVEMENT** Roadway New Capacity

LRPID:50

**MUNICIPALITIES:** Upper Chichester Township; Bethel Township; Concord Township

AQ Code:2025M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 2

**PROJECT MANAGER:** TSS/PWB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8A

The project involves widening and improving SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved.

Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	NHS	6,038											
ROW	581	1,509											
UTL	SXF	920											
UTL	581	244											
CON	NHS							26,760					
CON	581							6,690					
CON	NHS								14,000				
CON	581								3,500				
CON	NHS									34,027			
CON	581									3,000			
CON	NHS										30,000		
CON	581										7,500		
CON	581											5,506	
		<b>8,711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,450</b>	<b>17,500</b>	<b>37,027</b>	<b>37,500</b>	<b>5,506</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>8,711</b>		<b>Total FY2017-2020</b>		<b>50,950</b>		<b>Total FY2021-2024</b>		<b>80,033</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 70219 PA 291, East Coast Greenway**

**LIMITS** Darby Creek to Wanamaker Avenue

Est Let Date: 8/28/2014

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tincum Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 2

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6A

Construction of the East Coast Greenway in Tincum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tincum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street, which will connect the main trail proposed through Tincum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		1,144											
CON	TOLL													
		0	1,144	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,144	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 70228 I-476, MacDade Boulevard Ramp Improvements SR:2006**

**LIMITS** I-476 to Fairview Road

Est Let Date: 12/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Ridley Township

AQ Code:R3

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** AECOM/MMP

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 2D, 6A

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STP	200												
CON	NHPP				5,165									
CON	581				574									
		200	0	0	5,739	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			5,939	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**MPMS# 70245** *Chester City Access Improvements II SR:2028*

**LIMITS** Chestnut Street/Morton Avenue, 10th Street to 12th

Est Let Date: 2/27/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:R1

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** HNTB/GCG

**CMP:** Not SOV Capacity Adding

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

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester, Delaware County, PA. Specifically, work includes the widening of Chestnut Street from I-95 to 5th 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.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STP	714											
FD	581	179											
ROW	NHPP			257									
ROW	581			64									
UTL	NHPP		248										
UTL	581		62										
UTL	NHPP			152									
UTL	581			38									
CON	STP					7,094							
CON	581					1,773							
		<b>893</b>	<b>310</b>	<b>511</b>	<b>0</b>	<b>8,867</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		1,714				8,867				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 71200 PA 291, East Coast Greenway/Industrial Heritage Highway (TE) SR:0291**

**LIMITS** 2nd Street, Poolsen Avenue to 4th Avenue

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Tinicum Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 2

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6B

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tinicum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200. Additional funding is included in MPMS# 70219

This project is included in the Delaware County Bicycle Plan.

\$700,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		200											
CON	TOLL													
CON	STP		100											
		0	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			300	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 71202 East Coast Greenway/Chester Riverfront Improvements, Phase II (TE) SR:0291**

**LIMITS** Flower Street and Highland Avenue, PA 291 to River

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Chester City

AQ Code:X12

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** W/DVRPC/RG

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 72913** *Chester Commercial Business District (HTSSRS)*

**LIMITS** Avenue of the States/Welsh Street/East 6th Street

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Chester City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 4

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

**CMP:** Not SOV Capacity Adding

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

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States and Welsh Street, and East Sixth Street between Avenue of the States and sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Central Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$922,300 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCSP		1,000											
CON	TOLL													
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 74840** *Commodore Barry Bridge Security Improvements - DRPA*

**LIMITS** Commodore Barry Bridge

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4D

This project will include several security improvements to the Commodore Barry Bridge; including electronic surveillance and detection, increased lighting, bridge hardening, and construction inspection. Funds will also be used for eligible operating expenses including traffic monitoring, traffic management, and system maintenance. Funded by SAFETEA-LU earmark in the amount of \$1,000,000 (ID #4816/PA ID#626).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 75610 Post Road Grade Crossing

LIMITS No Let Date

IMPROVEMENT

MUNICIPALITIES:

AQ Code:X

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP:

FUNDS ACCOUNT FOR ACCRUED UNBILLED COSTS.

Railroad grade crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	2												
		2	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 75800 College Avenue Bridge Over SEPTA Norristown High Speed Line

LIMITS Over SEPTA Norristown High Speed Line Est Let Date: 2/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: HNTB/NV CMP: Not SOV Capacity Adding Adding Subcorr(s): 7B

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916	840												
FD	916		362											
ROW	916		840											
UTL	916			1,238										
CON	916				6,763									
		840	1,202	1,238	6,763	0	0	0	0	0	0	0	0	
		Total FY2013-2016			10,043	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 77085** *Ruth Bennett House*

**LIMITS** At 2nd Street and Reaney Street

Est Let Date: 3/16/2015

**IMPROVEMENT** Other

**MUNICIPALITIES:** Chester City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** TSS/PWB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A, 8A

This project provides for the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU			176										
CON	581			2,115										
		0	0	2,291	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,291	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 77450** *Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)*

**LIMITS** Darby Creek, Gateway Park to Hoffman Park

Est Let Date: 8/9/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Lansdowne Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 2

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5E

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 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 77460** *Lincoln Avenue Renaissance Project (TE) SR:0420*

**LIMITS** Lincoln Avenue, Maryland Avenue to Chester Pike

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Prospect Park Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 3

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

**CMP:** Not SOV Capacity Adding

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	633												
CON	TOLL													
		0	633	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			633	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 77472** *Knowles Avenue Sidewalk and Underpass (TE)*

**LIMITS** Macdade Boulevard to Llanwellyn Avenue

Actl Let Date: 7/21/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Glenolden Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** AECOM/KS

**CMP:** Not SOV Capacity Adding

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 Safe Routes to School Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE*	250												
		250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			250	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 80051**      **Rosemont Avenue Bridge Over Darby Creek (CB #73)**

**LIMITS** Over Darby Creek

Est Let Date: 7/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Springfield Township; Upper Darby Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5E

This project includes the complete replacement of the Delaware County Bridge #73, a 72' single span, narrow, severely deteriorated, 12 ton concrete encased steel bridge construction in 1921. The project will include minor improvements to 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.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	BOF		96												
ROW	179A		24												
UTL	STU		38												
UTL	179A		10												
CON	BOF			1,238											
CON	179A			309											
CON	STU				1,238										
CON	179A				309										
		0	168	1,547	1,547	0	0	0	0	0	0	0	0		
		Total FY2013-2016			3,262	Total FY2017-2020				0	Total FY2021-2024				0

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 85971** *Delaware ADA Ramps - Phase II*

**LIMITS** Delaware County

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Various

AQ Code:A2

**PLANNING AREA:**

DOD:

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

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 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	STU	160												
		<b>160</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 FY2013-2016</b>	<b>160</b>		<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

**MPMS# 86368**      **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

**LIMITS** Over Chester Creek

Est Let Date: 1/7/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Middletown Township; Aston Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck. Sufficiency rating: 33.7

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	STU			50										
ROW	179A			12										
UTL	STU			50										
UTL	179A			12										
CON	BOF					2,102								
CON	183					394								
CON	LOC					131								
		<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>2,627</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2013-2016</b>	<b>124</b>		<b>Total FY2017-2020</b>				<b>2,627</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 86370 Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)

LIMITS Over Hermesprota Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. Sufficiency rating: 41.8

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	297											
FD	179A	75											
ROW	STU				46								
ROW	179A				12								
UTL	BOF					48							
UTL	183					9							
UTL	LOC					3							
CON	BOF							2,027					
CON	183							380					
CON	LOC							127					
		372	0	0	58	60	0	2,534	0	0	0	0	0
		Total FY2013-2016		430		Total FY2017-2020		2,594		Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 87109 **Swarthmore Borough Pedestrian Access Upgrade (SRTSF) - Round 1**

Est Let Date: 2/27/2014

LIMITS Princeton Avenue at

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Swarthmore Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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 federal Safe Routes to School (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	TOLL												
FD	STP	14											
CON	SRTSF	662											
CON	TOLL												
CON	TOLL												
CON	STP		150										
		<b>676</b>	<b>150</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 FY2013-2016</b>				<b>826</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>			<b>0</b>				



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 87119 *Nether Providence Township Sidewalks (SRTSF) - Round 1*

LIMITS Wallingford Avenue

Est Let Date: 11/14/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C

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 Study. This will delete Wallingford Avenue from the Hazard Route list.

This project was awarded \$304,500 in federal Safe Routes to School (SRTSF) funding in May of 2009.

This project was awarded \$225,000 TAU funds in June of 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time."

Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF*		65											
CON	SRTSF		239											
		0	304	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			304	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 87120** *Upper Darby Township Sidewalks (SRTSF) - Round 1*

**LIMITS** Township Line Road

Est Let Date: 8/15/2014

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Upper Darby Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5C

This project will construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

Improvements include construction of sidewalks along the west side of Township Line Road 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 federal Safe Routes to School (SRTSF) funding in May of 2009.

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

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	TOLL													
FD	STP	8												
CON	SRTSF		190											
		8	190	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			198	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 88407** *I-95 Overhead Bridges*

**LIMITS** Bridges over I-95

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** AECOM/CB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4D, 6A

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is \$20,000,000 - \$25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgemont Ave., Madison Street, Upland Street, Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	300												
CON	STU											10,564		
CON	STP												4,966	
CON	STU												10,565	
		300	0	0	0	0	0	0	0	0	0	10,564	15,531	
		<b>Total FY2013-2016</b>			300	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			26,095

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 90473** *Highland Avenue Grade Crossing*

**Return**

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:S1

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** MAL

**CMP:** Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates and flashers, pedestrian gates and access points and curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Highland Ave Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	RRX	1												
CON	STP-D	310												
		311	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			311	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 90477** *Flower Street Grade Crossing*

**Return**

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:S1

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** MAL

**CMP:** Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavements embedded repairs, upgraded vehicular gates and flashers, pedestrain gates and access points and curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Flower Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	310												
		310	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			310	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 90478**      **Norris Street East Grade Crossing**

**Return**

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:S1

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** MAL

**CMP:** Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Norris Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	270												
CON	RRX	1												
CON	TOLL													
		271	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			271	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 90480**      **Norris Street West Grade Crossing**

**Return**

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:S1

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** MAL

**CMP:** Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Norris Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	344												
		344	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			344	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 90620 *Townsend Avenue Grade Crossing*

Return

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL

CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024												
CON	STP-D	13																							
CON	TOLL																								
CON	RRX	1																							
		14	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2013-2016				14				Total FY2017-2020				0				Total FY2021-2024				0			

MPMS# 92315 *Ruth Bennett Electrical*

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the electrical work required for rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024												
CON	581	117																							
		117	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2013-2016				117				Total FY2017-2020				0				Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 92316 Ruth Bennett HVAC

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the HVAC work of the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	137												
		137	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			137	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 92317 Ruth Bennett Plumbing

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the plumbing work of the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	38												
		38	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			38	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 92323** *Wanamaker Ave o/ Darby Ck (Bridge)*

**New-B**

**LIMITS** Delaware County - Darby Ck is border between Tinicum Township and Prospect Park Boro

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Prospect Park Borough; Tinicum Township

AQ Code:S19

**PLANNING AREA:** Developed Community; Rural Area

DOD: 3

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 6A

This project involves rehabilitating or replacing the state bridge over the Darby Creek on Wanamaker Avenue between US 13 and I-95 in Tinicum Township and Prospect park Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	STP						295								
PE	581						74								
FD	STP							405							
FD	581							101							
ROW	STP								209						
ROW	581								52						
UTL	STP									215					
UTL	581									54					
CON	NHPP										5,133				
CON	185										1,283				
		0	0	0	0	0	369	506	261	269	6,416	0	0		
<b>Total FY2013-2016</b>		0				<b>Total FY2017-2020</b>				1,136	<b>Total FY2021-2024</b>				6,685

**MPMS# 92526** *Chester Waterfront Lighting*

**LIMITS** Highland Avenue from 4th Street to just west of 2nd Street

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Chester City

AQ Code:X9

**PLANNING AREA:** Core City

DOD:

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

**CMP:**

This project will provide pedestrian lighting along Highland Avenue from 4th Street to just west of 2nd Street. This project will complement the previously approved streetscape improvements constructed under MPMS 65127. SAFETEA DEMO - PA ID #269 - \$350,000

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	SXF	308													
		308	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		308				<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 93441** *District Bridge Maint Contract 3*

**LIMITS** Various Bridges in Delaware County

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

This project is to fund the repair of Structurally Deficient (SD) bridges that are within Delaware County:

- S.R 0013 over Muckinipattus Creek
- S.R. 1046 over Darby Creek
- S.R. 3022 over Chester Creek.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	1,263												
		1,263	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,263	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 94787** *District Surface Treatment 04 (6-3) (ADA Ramps)*

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

These are ramp improvements for compliance with Americans with Disabilities Act of 1990 (ADA) that are companion improvements to road surface treatment projects undertaken by District 6-0 Maintenance Division.

- Elwyn Rd: Start Segment 0010, Start Offset 0000, End Segment 0020, End Offset 3020
- Conastoga Rd: Start Segment 0010, Start Offset 0000, End Segment 0070, End Offset 0108
- Bryn Mawr Ave: Start Segment 0050, Start Offset 0505, End Segment 0100, End Offset 2642
- Media Bypass: Start Segment 0210, Start Offset 0000, End Segment 0300, End Offset 1017
- Edgmont Ave/Middletown Rd: Start Segment 0050, Start Offset 1219, End Segment 0130, End Offset 0000
- Providence/Newtown Rd: Start Segment 0060, Start Offset 0803, End Segment 0160, End Offset 0000
- Goshen Rd: Start Segment 0010, Start Offset 0000, End Segment 0030, End Offset 1750
- Gradyville Rd: Start Segment 0010, Start Offset 0000, End Segment 0050, End Offset 0000
- West Chester Pike: Start Segment 0070, Start Offset 0000, End Segment 0130, End Offset 1100
- Bethel Rd: Start Segment 0010, Start Offset 0000, End Segment 0050, End Offset 3475
- Sproul Rd: Start Segment 0120, Start Offset 0000, End Segment 0150, End Offset 0094
- Sycamore Mills Rd: Start Segment 0010, Start Offset 0000, End Segment 0030, End Offset 1129
- Glen Mills Rd: Start Segment 0070, Start Offset 0000, End Segment 0100, End Offset 1924
- Valleybrook Rd: Start Segment 0030, Start Offset 0000, End Segment 0060, End Offset 2600
- Ivy Mills Rd: Start Segment 0010, Start Offset 0000, End Segment 0040, End Offset 0000
- Media Bypass Ramps @ S.R. 252: Start Segment 0010, Start Offset 0000, End Segment 0750, End Offset 0753
- Midcounty Ramps: Start Segment 0010, Start Offset 0000, End Segment 0772, End Offset 0639

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	1,636												
		1,636	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,636	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 94909 *Engle Street Grade Crossing*

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Chester City AQ Code:S1

PLANNING AREA: Core City DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	47											
CON	STP-D	253											
		300	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>300</b>				<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			

MPMS# 95429 *US 202 and US 1 Loop Roads*

**New-B**

LIMITS Completion of Hillman Drive andn Applied Card Way No Let Date

IMPROVEMENT Roadway New Capacity LRPID:123

MUNICIPALITIES: Chadds Ford Township; Concord Township AQ Code:2025M

PLANNING AREA: Growing Suburb DOD: 1

PROJECT MANAGER: Gannett/VAG CMP: Major SOV Capacity Adding Subcorr(s): 5B, 8A

The project completes the loop roads on the southeast and southwest corners, connecting Applied Card Way to Hillman Drive at the existing Route 202/Hillman Drive signalized intersection in the southeast quadrant, and connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. These new connections constitute a minor roadway extension, but will not widen existing roads. The northeast and northwest quadrants have the existing completed loop roads, State Farm Drive and Brandywine Drive, respectively. Turning movements will be made at the intersections (i.e., no jug handles) for the proposed loop road connections, and at the Route 202/US 1 intersection. A completed loop road system will divert traffic from the Route 202/US 1 intersection. Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU	480											
PE	581	120											
FD	STU						344						
FD	581						86						
ROW	STU						98						
ROW	581						24						
UTL	STU						148						
UTL	581						37						
CON	STU						2,755						
CON	581						689						
<b>Total FY2013-2016</b>		<b>600</b>				<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 96788**      *Reaney Street Grade Crossing*

**LIMITS** Between Yarnall Street and Law Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Chester City

AQ Code:S8

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** MAL

**CMP:**

Installation of Warning Devices and High-Type Surface

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	140												
CON	RRX		140											
		140	140	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>280</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 96946**      *Ellis Town Center*

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway New Capacity

**MUNICIPALITIES:** Newtown Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** TSS

**CMP:** Major SOV Capacity

Adding Subcorr(s): 10C

This is Phase 1 of the Roadway Improvements for the Ellis Preserve planned development. Phase 1 includes: constructing a bypass/relief route (Loop Road), from PA 3 at the Medical drive intersection to PA 252 at the existing SAP access, widening Clyde Lane from two lanes to four lanes by adding a left turn lane and a right turn lane on the southbound approach to PA 3, widening Bishop Hollow Road from two lanes to three lanes by adding a right turn lane on the northbound approach to PA 3, constructing a southbound PA 252 right turn lane at Winding Way, widening the northern side of PA 3 from Clyde Lane to Winding Way to account for an anticipated future westbound PA 3 through lane, extending the PA 3 westbound left turn lane at Bishop Hollow, installing ADA compliant pedestrian facilities on all four corners of the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing ADA compliant pedestrian facilities on the southwest corner of the Winding Way/PA 252 intersection, installing ADA compliant pedestrian facilities on northwest and southwest corners of the PA 252/ SAP Driveway (Loop Road) intersection, installing ADA compliant pedestrian facilities on northeast corner of the PA 3/ Winding Way/Roe Lane intersection, installing a new traffic signal at the Winding Way/Clyde Lane intersection to work in conjunction with the existing/new signal at the Winding Way/PA 252 intersection, installing new traffic signal equipment at the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing new traffic signal equipment at the PA 252/ SAP Driveway (Loop Road) intersection, installing new traffic signal equipment at the PA 3/ Winding Way/Roe Lane intersection, and retiming traffic signals along PA 3 and PA 252.

The whole project is a 210-acre master planned development located near the intersection of Route 252 (Newtown Road) and Route 3 (West Chester Pike) in Newtown Square. Plans for future development are being finalized and will include a fully integrated mixture of office, retail and residential uses. Ellis Town Square will offer a variety of retail stores and dining establishments designed around open aired central plazas and pedestrian pathways.

The overall estimated transportation construction cost of this project, is \$12,000,000, while the private development investment is estimated at \$544,000,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581		4,000											
CON	LOC		1,680											
		0	5,680	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>5,680</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 97864 2nd Avenue Bridge over Stony Creek

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Ridley Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the 2nd Avenue Bridge over Stony Creek to prolong its useful life. The scope includes the placement of rock protection at the abutments, the deck will be scarified and have a latex modified concrete overlay installed and safety features will be upgraded.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	10											
CON	ACT13	90											
		<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>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>100</b>				<b>0</b>				<b>0</b>			

MPMS# 97866 Clyde Road Bridge over Ithan Creek

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Radnor Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the Clyde Road Bridge over Ithan Creek to prolong its useful life. The scope includes the placement of rock protection at the abutments, the deck will be scarified and have a latex modified concrete overlay installed, and safety features will be repaired.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	10											
CON	ACT13	90											
		<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>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>100</b>				<b>0</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 97872** *Forge Road over Chester Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Thornbury Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the Forge Road Bridge over Chester Creek to prolong its useful life. The scope includes the placement of rock protection at the west abutment, the bituminous wearing surface will be removed, the deck will be scarified and have a latex modified concrete overlay installed, and safety features will be upgraded.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
FD	ACT13	15																			
CON	ACT13	145																			
		<b>160</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 FY2013-2016</b>				<b>160</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 97873** *Glenolden Avenue Bridge over Muckinipattis Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Glenolden Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** **CMP:**

The purpose of the project is to rehabilitate the Glenolden Avenue Bridge over Muckinipattis Creek to prolong its useful life. The scope includes the placement of rock protection at the abutments, repairs will be made to the stone masonry substructure and the safety features will be upgraded.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
FD	ACT13	7																			
CON	ACT13	53																			
		<b>60</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 FY2013-2016</b>				<b>60</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 98216**      *Michigan Ave over Little Crum Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Ridley Township AQ Code:S19

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of the Michigan Avenue bridge over Little Crum Creek, which is structurally deficient. The bridge is posetd with a 12 ton weight restriction and requires continual mainteance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "Structurally Deficient" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards

The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

**MPMS# 98217**      *Hilldale Road over Darby Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Lansdowne Borough AQ Code:S19

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 5E

This project is a bridge rehabilitation/replacement of Hilldale Road over Darby Creek in Lansdowne Borough, Delaware County.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 98218** *Mulford Road over Muckinipattis Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Glenolden Borough AQ Code:S19

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of Mulford Road over Muckinipattis Creek in Glenolden Borough, Delaware County.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

**MPMS# 102276** *I-476/I-95 Interchange*

**LIMITS** No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** AQ Code:R3

**PLANNING AREA:** DOD:

**PROJECT MANAGER:** **CMP:**

Funds will provide for lane modifications between the I-95 NB/I-476 NB interchange and the entrance of the MacDade Boulevard ramp on I-476 NB. Pavement reconstruction, resurfacing, and restriping of the I-95/I-476 NB segment in Delaware County, including new sign installments, will accommodate these modifications. Specifically, the existing three-lane I-95 NB approaching I-476 NB will convert its middle lane to a through or exit lane to I-476 NB. Vehicles can then continue on I-95 NB using the two lanes on I-95 NB or exit to I-476 NB using the other two lanes. A drop right lane will be added on the I-95 SB to I-476 NB segment at MacDade Boulevard and on I-476 NB (650 feet south of the MacDade Boulevard ramp). A single lane will also be created from two existing lanes for a portion of I-95 SB to I-476 NB.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP		160										
PE	581		40										
CON	STP		1,440										
CON	581		360										
<b>Total FY2013-2016</b>		<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>		<b>0</b>											

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 102290 SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)**

**LIMITS** No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Chadds Ford Township; Concord Township AQ Code:2025M

**PLANNING AREA:** Growing Suburb DOD:

**PROJECT MANAGER:** **CMP:** Minor SOV Capacity Adding Subcorr(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install adaptive signal control at nine (9) intersections along Wilmington-West Chester Pike (SR 0202) from Oakland Road to Johnson Farm Lane in Concord and Chadds Ford Townships.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$432,000

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	244	432				0				0							
		0	432	0	0	0	0	0	0	0	0	0	0				
		<b>Total FY2013-2016</b>			<b>432</b>			<b>Total FY2017-2020</b>			<b>0</b>			<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 102291 SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)**

**LIMITS** No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Aston Township AQ Code:2025M

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** **CMP:** Minor SOV Capacity Adding Subcorr(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to expand the fiber optic closed loop traffic signal system for six (6) signalized intersections along Pennell Road (SR 0452) from Segment 0170/Offset 0000 to Segment 0180/Offset 0214 in Aston Township. It will also involve traffic counts at all six intersections and the development of optimized signal timings and coordination settings.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$82,000

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	244	82				0				0							
		0	82	0	0	0	0	0	0	0	0	0	0				
		<b>Total FY2013-2016</b>			<b>82</b>			<b>Total FY2017-2020</b>			<b>0</b>			<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 102385 SR0003 Resurfacing DelCo**

**New**

**LIMITS** Route 3 (both directions) from Lawrence Road (SR 1020) to Philadelphia County line

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Haverford Township; Marple Township; Millbourne Borough; Upper Darby Township

AQ Code:S10

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:**

9.8 total segment miles of resurfacing on Route 3 (both directions) from Lawrence Road (SR 1020) to Philadelphia County line in Marple, Haverford, Upper Darby, and Millbourne Townships, Delaware County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		20										
CON	S581		1,740										
CON	581		2,955										
CON	S581			1,760									
		0	4,715	1,760	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		6,475				0				0			

**MPMS# 102834 Pedestrian and Bicycle Accessibility Enhancements**

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Swarthmore Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

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

**CMP:**

This project will install sidewalks to fill in gaps in the existing network of sidewalks in town and add safety enhancements at several crosswalk locations in the Borough.. This project coordinates and enhances the Borough's current Safe Routes to School Princeton Avenue tunnel project.

This project was awarded \$420,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 102835 *Hillside Road Pedestrian Safety Improvements*

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Haverford Township; Marple Township; Millbourne Borough; Ridley Park Borough; Upper Darby

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

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

**CMP:** Not SOV Capacity Adding

The project will construct an enhanced crosswalk across Dupont Street and a new pedestrian path from Dupont Street through Eastlake Park (Borough-owned park), replace the footbridge over Little Crum Creek, and construct sidewalk along Hillside Road from Glenloch Road to Crum Lynne Road and to construct an enhanced crosswalk across Crum Lynne Road. The current conditions along this route include a standard crosswalk across Dupont Street to nowhere (it ends into a upright curb), an undefined path across a baseball field, a dilapidated footbridge over the creek, and no sidewalk along Hillside Road.

This project was awarded \$530,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			0	<b>Total FY2017-2020</b>			0	<b>Total FY2021-2024</b>			0

Total For Delaware	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$42,366	\$45,261	\$45,708	\$33,374	\$166,709	\$228,290	\$224,453

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 15992**      **Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)**

**LIMITS** Over Amtrak's Harrisburg Line

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Narberth Borough

AQ Code:NRS

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** DEL02

**CMP:** Not SOV Capacity Adding

This bridge is currently closed to both vehicular and pedestrian traffic and will not be replaced.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	BOO	303												
		303	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			303	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 16085**      **PA 29, Gravel Pike Bridge Over Hosensack Creek SR:0029**

**LIMITS** Over Hosensack Creek

Est Let Date: 12/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Hanover Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

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).

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	185	66												
UTL	185		27											
CON	185				2,091									
		66	27	0	2,091	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,184	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16086** PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek SR:0029

**LIMITS** Over Branch of Perkiomen Creek

Est Let Date: 12/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Hanover Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	BOO	105												
ROW	185	27												
UTL	NHPP		11											
UTL	185		2											
CON	916	808												
		<b>940</b>	<b>13</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 FY2013-2016</b>			<b>953</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 16099** Camp Road Bridge Over East Branch of Perkiomen Creek SR:1021

**LIMITS** Over East Branch of Perkiomen Creek

Est Let Date: 11/29/2012

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Franconia Township; Salford Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb; Rural Area

DOD: 1

**PROJECT MANAGER:** HNTB/GCG

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	185	2,077												
		<b>2,077</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 FY2013-2016</b>			<b>2,077</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 3/10/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

In Cheltenham Township, east of Jenkintown, this project involves rehabilitating or replacing the Tookany Creek Parkway bridge over the tributary of the Tookany Creek (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	183	13														
FD	LOC	51														
UTL	STU			115												
UTL	183			21												
UTL	LOC			7												
CON	STP					1,051										
CON	183					197										
CON	LOC					66										
		64	0	143	0	1,314	0	0	0	0	0	0	0			
		Total FY2013-2016				207	Total FY2017-2020				1,314	Total FY2021-2024				0

MPMS# 16191 *Elm Street Bridge Over Plymouth Creek SR:3013*

LIMITS Over Reading Railroad/Capital Crescent Trail/Plymo

Est Let Date: 8/23/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Conshohocken Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	185	1,078														
CON	185		194													
		1,078	194	0	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016				1,272	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16194** *High Street Bridge Over Manatawny Creek SR:4031*

**LIMITS** Over Manatawny Creek

ctl Let Date: 12/16/2010

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Pottstown Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Not SOV Capacity Adding

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO	15												
PE	185	4												
		19	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			19	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 16197** *Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail SR:2054*

**LIMITS** Over SEPTA Mainline Commuter Rail

Actl Let Date: 5/26/2011

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Cheltenham Township; Jenkintown Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** AECOM/PS

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14B

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	185	80												
		80	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			80	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA R3 SR:0611

LIMITS Over SEPTA R3 (Noble Station)

Est Let Date: 1/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14E

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge.

The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	51											
FD	185	13											
FD	185		350										
CON	916				5,738								
CON	916					5,738							
		<b>64</b>	<b>350</b>	<b>0</b>	<b>5,738</b>	<b>5,738</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>6,152</b>	<b>Total FY2017-2020</b>			<b>5,738</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

LIMITS Over Amtrak/SEPTA R5 Rail Lines

Est Let Date: 10/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/MDH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides.  
Sufficiency Rating: 26.0

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	38											
FD	LOC	10											
CON	STU				2,080								
CON	183				390								
CON	LOC				130								
CON	BOF					2,080							
CON	183					390							
CON	LOC					130							
		48	0	0	2,600	2,600	0	0	0	0	0	0	0
		Total FY2013-2016			2,648	Total FY2017-2020			2,600	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16334** PA 73, Church Road Intersection and Signal Improvements SR:0073

**LIMITS** Greenwood Avenue to Rice's Mill Road

Est Let Date: 5/16/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Cheltenham Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 3

**PROJECT MANAGER:** AECOM/PS

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 14E

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

TOLL CREDIT MATCH

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	NHPP		430											
PE	581		112											
ROW	CAQ	83												
ROW	CAQ		146											
ROW	CAQ													
ROW	LOC				73									
CON	CAQ				3,698									
		83	688	0	3,771	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>4,542</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 16376** Morris Road SR:2001

**LIMITS** At North Wales Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Whitpain Township; Worcester Township

AQ Code:R1

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** AECOM/DB

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 8F

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	19												
CON	581	5												
		24	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>24</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS Over SEPTA Route 100

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOF		124											
FD	183		23											
FD	LOC		8											
UTL	BOO	487												
UTL	183	91												
UTL	LOC	30												
CON	BOF			3,467										
CON	183			650										
CON	LOC			217										
		608	155	4,334	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,097	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Providence Township; Upper Providence Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

The new three-lane bridge will replace the existing closed bridge. It will have 5 foot shoulders on each side, a sidewalk on one side, and a total width of approximately 50 feet. There are no bike lanes on any of the approach lanes due to narrowness. Access to the Perkiomen Trail is share the road.

The middle lane will serve as a turn lane for Arcola/Level Roads on the Lower Providence side (stop sign on bridge approach) and a turn lane, including a traffic signal, for the Arcola/Cider Mill approach on the Upper Providence side will be installed.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	170											
FD	183	42											
ROW	BOO	204											
ROW	183	38											
ROW	LOC	13											
UTL	BOO	51											
UTL	183	10											
UTL	LOC	3											
CON	BOF		3,950										
CON	183		740										
CON	LOC		248										
CON	Local			103									
CON	BOF			1,650									
CON	183			309									
		531	4,938	2,062	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		7,531		Total FY2017-2020				0			
						Total FY2017-2020				0			
										Total FY2021-2024			
										0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 2/9/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	467											
FD	183	88											
FD	LOC	29											
ROW	BOF		48										
ROW	183		10										
ROW	LOC		2										
UTL	STU		48										
UTL	183		9										
UTL	LOC		3										
CON	BOF						3,247						
CON	183						609						
CON	LOC						203						
		584	120	0	0	0	4,059	0	0	0	0	0	0
		Total FY2013-2016			704	Total FY2017-2020			4,059	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16433 *Pennsylvania Avenue SR:2027*

LIMITS At Camp Hill Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Springfield Township

AQ Code:R2

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: EE/LJL

CMP: Minor SOV Capacity

Adding Subcorr(s): 14B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	274												
CON	581	69												
		343	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			343	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16438 PA 309, Connector Project - Phase I SR:1058

LIMITS Allentown Road to PA 63/Sumneytown Pike

Actl Let Date: 7/2/2009

IMPROVEMENT Roadway New Capacity

LRPID:57

MUNICIPALITIES: Lower Salford Township; Franconia Township; Towamencin Township

AQ Code:2013M

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: CONSTR

CMP: Major SOV Capacity

Adding Subcorr(s): 2A, 11A, 14C

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION. DEMO PA ID #206 - \$4,59,394.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	STU	722													
CON	STP	190													
CON	581	47													
CON	STU		68												
CON	STP		401												
CON	581		100												
CON	581		17												
		959	586	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			1,545	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16476 PA 309, Haws Rd. to Highland Ave. SR:0309

LIMITS North & South of Ft Washington Interchg

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Dublin Township; Whitemarsh Township

AQ Code:R3

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: CONSTR

CMP:

Adding Subcorr(s): 1A, 14B

#### Funds Account for Final Invoice

This project provides for the construction of Section 100 of Route 309, between Haws Rd. and Highland Avenue, which surrounds the Fort Washington Interchange. Included are roadway and overhead bridges that are to the north and south of the Fort Washing interchange. The interchange itself is contained in MPMS #64275, Section 103. The project also includes ITS components.

The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway from Cheltenham Avenue to Route 63, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the PA Turnpike interchange. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	NHS	17													
CON	NHPP		50												
		17	50	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			67	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16477** PA 309, Welsh Rd. to Highland Ave. SR:0309

**LIMITS** Welsh Rd. to Highland Ave. (Sec. 101)

Actl Let Date: 3/29/2007

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Upper Dublin Township; Lower Gwynedd Township

AQ Code:2020M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 8F, 8G, 14C

This project provides for the construction of Section 101 of Route 309, between Welsh Rd. and Highland Avenue. As part of this section, the Norristown Road interchange will include new ramps to provide exit access from 309 southbound onto Norristown Road, and entrance access from Norristown Road onto 309 northbound. The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

SAFETEA DEMO #1923, PA ID 416 - \$2 MILLION

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP		550										
		0	550	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		550		Total FY2017-2020				0			
		Total FY2021-2024			0								

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16484 *Edgehill Road Bridge Over Old York Road SR:2034*

LIMITS Over Old York Road

Est Let Date: 12/4/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14E

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and the replacement of approach curb and sidewalk.

The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	BOO	45											
FD	BOO	1,050											
ROW	BOO	268											
UTL	STU		481										
CON	STP					3,809							
		1,363	481	0	0	3,809	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		1,844				3,809				0			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16610 *Ashmead Road Bridge Over Tookany Creek (CB) SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure. The bicycle and pedestrian checklists will be incorporated into the project.

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

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
UTL	BOO	93																			
UTL	185	17																			
UTL	LOC	6																			
CON	BOF					2,724															
CON	185					511															
CON	LOC					171															
		116	0	0	0	3,406	0	0	0	0	0	0	0								
<b>Total FY2013-2016</b>		<b>116</b>				<b>Total FY2017-2020</b>				<b>3,406</b>				<b>Total FY2021-2024</b>				<b>0</b>			

MPMS# 16658 *Old Forty Foot/Skipack (Bridge)*

LIMITS LOWER SALFORD TWP

Est Let Date: 3/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER: EE/JA

CMP: Not SOV Capacity Adding

This is a Structurally Deficient bridge breakout project from MPMS #88706. This project involves rehabilitating or replacing a bridge near Old Forty Foot Road and Skipack Pike (Route 73) in Lower Salford Township, Montgomery County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
PE	STP						676														
		0	0	0	0	0	676	0	0	0	0	0	0								
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>676</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16665**      **US 202, Markley Street Southbound (Section 500) SR:0202**

**LIMITS** Main Street to Johnson Highway

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:21

**MUNICIPALITIES:** East Norriton Township; Norristown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 5

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	581	376													
FD	581		156												
FD	581			158											
ROW	NHS	212													
ROW	581	53													
UTL	NHS	3,395													
UTL	581	849													
		<b>4,885</b>	<b>156</b>	<b>158</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 FY2013-2016</b>			<b>5,199</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16681** *Mill Road Bridge Over Branch of Meadow Brook Road SR:2068*

**LIMITS** Over Branch of Meadow Brook Road

Actl Let Date: 12/16/2010

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Abington Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** TSS/HPF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14B

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	29												
CON	TOLL													
CON	STU		2											
		29	2	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			31	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 16688** *PA 23, River Road Intersection Improvement SR:0023*

**LIMITS** At Balligomingo Road

Actl Let Date: 2/17/2011

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** West Conshohocken Borough

AQ Code:R1

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** HNTB/GCG

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 2B, 3C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	STP		32											
ROW	185		8											
UTL	STP		712											
UTL	185		178											
CON	185	550												
		550	930	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,480	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16703** *Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051*

**LIMITS** Over Schuylkill River and Norfolk Southern Railroa

Est Let Date: 12/20/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Upper Merion Township; West Norriton Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** EE/MDH

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

The new bridge which replaces the Old Betzwood vehicular bridge over the Schuylkill River will accommodate bicycles and pedestrians. This project will also provide for rehabilitation of the Trooper Road superstructure over Norfolk Southern railroad and replacement of the Trooper Road structure over the Schuylkill River Trail. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

This trail project is intended for transportation purposes, including trips to public venues, businesses and services. This project will provide non-motorized transportation connections from residential communities (Riverview at Valley Forge, Valley Forge Crossing, Valley Forge Towers & Apartments) to major employment centers (King of Prussia Business Park, Valley Forge Corporate Center) and retail/service centers (King of Prussia Mall, Valley Forge Convention Center, Greater Philadelphia Expo Center) in Upper Merion, West Norriton and Lower Providence Townships. This project will also provide a connection between the north and south sides of the Valley Forge National Historical Park to minimize impacts of vehicular traffic within the National Historical Landmark.

This project is part (5) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	385											
CON	STP	901											
CON	CAQ	4,129											
CON	CAQ		4,624										
		5,415	4,624	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>10,039</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16705** *Chester Valley Trail Extension (C036)*

**LIMITS** South Gulph Road Bridge to Norristown Transit Cent

Est Let Date: 4/15/2016

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Upper Merion Township; Bridgeport Borough; Norristown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 4

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 1A, 8D, 9B

This project includes the development of a 3.5 mile extension of the paved trail 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	CAQ	1,231												
ROW	LOC	155												
CON	CAQ				7,883									
CON	LOC				1,971									
		<b>1,386</b>	<b>0</b>	<b>0</b>	<b>9,854</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 FY2013-2016</b>			<b>11,240</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16726 *WarminsterRd/Pennypack Ck (Bridge)*

New-B

LIMITS Warminster Road (SR 2040)

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/JA

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	STP					420										
FD	185					105										
ROW	STP					210										
ROW	185					53										
UTL	STP					210										
UTL	185					53										
CON	STP							1,407								
CON	185							352								
		0	0	0	0	1,051	1,759	0	0	0	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				2,810	Total FY2021-2024				0

MPMS# 46952 *Fort Washington Flooding & Transportation Study SR:2027*

LIMITS

No Let Date

IMPROVEMENT

MUNICIPALITIES: Upper Dublin Township

AQ Code:X

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: CONSTR

CMP:

The federal TEA-21 legislation included earmark funding for a study of transportation improvements in the Fort Washington area. The study as proposed will include flood management improvements via hydrologic modeling and the preparation of new floodplain maps for the Sandy Run watershed, including Pine and Rapp Runs and Bodenstein Creek; recommendations for implementation of best management practices and/or structural changes to reduce flooding in the area; evaluation of the transportation system in the area and its impacts on flooding; and analysis and recommendations of specific changes to the transportation network to improve flooding and stormwater management conditions in the Fort Washington Office Park area, including preliminary engineering project cost estimates.

This project will be included in the FY06 DVRPC Work Program as DVRPC will serve as the contract administrator of the project. Note that \$65,959 DEMO of the original \$461,295 earmark was "flexed" to the FTA for use by SEPTA as part of the pedestrian/parking expansion work performed at Fort Washington Station.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	STU	20														
		20	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016				20	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 48185 I-76, Schuylkill Expressway (ITS) SR:0076

LIMITS No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City; Lower Merion Township AQ Code:S7

PLANNING AREA: Core City; Developed Community DOD:

PROJECT MANAGER: CONSTR CMP: Not SOV Capacity Adding Adding Subcorr(s): 3B

Funds Account for Accrued Unbilled Costs

Intelligent Transportation System (ITS) for Schuylkill Expressway.

This project combines work scheduled to proceed under former MPMS #'s 48185, 17827, AND 17826, which were detailed as follows:  
 48185 - between Belmont Ave. and the Conshohocken Curve. System will include 2 variable message signs, 7 closed circuit televisions, and 8 detectors.  
 17827 PENCOYD -1 variable message sign, 14 closed circuit televisions, 10 detectors.  
 17826 Vine Expressway to Platt - 1 variable message sign, 14 closed circuit televisions, 4 detectors.

Project description as of 9/29/06

- Construction phase for installing ITS equipment to include 12 CCTV, 1 dynamic message sign, vehicle detection devices, fiber and communications on the Schuylkill Expressway between I-476 and City Line Avenue/US 1.
- Construction phase for installing ITS equipment to include 17 CCTV, 3 dynamic message sign, vehicle detection devices, fiber and communications on the Schuylkill Expressway between City Avenue and I-676 and on US 1 from I-76 to Maschar Street.
- Construction phase for installing ITS equipment to include 14 CCTV, 3 dynamic message sign, vehicle detection devices, fiber and communications on the Schuylkill Expressway between I-676 to 26th Street, on 26th Street from I-76 to SR 0291 and on SR0291 from 26th Street to I-95.

MPMS# 71643 includes the utility work for the ITS components of this project and MPMS #59522 - I-476/PA 309 Corridor Incident Traffic Mgt.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STU	200													
CON	NHPP		60												
		200	60	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			260	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 48186 Pottstown Area Signal System Upgrade SR:4031

LIMITS Montgomery and Chester Counties

Est Let Date: 2/14/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Pottstown Borough; North Coventry Township

AQ Code:2025M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 4

PROJECT MANAGER: AECOM/ER

CMP: Minor SOV Capacity

Adding Subcorr(s): 9A

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	CAQ		130											
FD	CAQ		325											
ROW	CAQ		500											
CON	CAQ			2,788										
CON	CAQ				9,601									
		0	955	2,788	9,601	0	0	0	0	0	0	0	0	
		Total FY2013-2016			13,344	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 48418 Allentown Road Intersection Improvements SR:1001

LIMITS At Troxel Road and Orvilla Road

Actl Let Date: 1/8/2009

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Towamencin Township

AQ Code:R1

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: P/MDB-L

CMP: Minor SOV Capacity

Adding Subcorr(s): 11A, 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	108												
		108	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			108	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 50364** *US 202, Dekalb Pike, Section 610 (Design Only) SR:0202*

**LIMITS** Johnson Highway to Morris Road

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:56

**MUNICIPALITIES:** Whitpain Township; East Norriton Township; Norristown Borough

AQ Code:2030M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 2A, 8F, 9B

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.

CMP commitments include transit improvements, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	581	2,500												
		2,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,500	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 50646** *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

**LIMITS** Over Unami Creek and East Branch of Perkiomen

Est Let Date: 7/2/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Salford Township; Marlborough Township; Upper Salford Township

AQ Code:S19

**PLANNING AREA:** Growing Suburb; Rural Area

DOD: 2

**PROJECT MANAGER:** AECOM/MMP

**CMP:** Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	STP	292												
UTL	STP	182												
CON	NHPP						5,072							
CON	185						1,268							
CON	NHPP							4,682						
CON	185							1,170						
		474	0	0	0	0	6,340	5,852	0	0	0	0	0	
		Total FY2013-2016			474	Total FY2017-2020				12,192	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 6/5/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsburg Borough

AQ Code:S2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14G

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance..

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	185	0	0	0	0	1,970	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				1,970				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS PA 73 to Township Line Road

Est Let Date: 1/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

AQ Code:2025M

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: AECOM/CC

CMP: Minor SOV Capacity

Corridor/intersection improvements; realign off-set intersection:

1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.

2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.

3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.

4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	581		550										
ROW	SXF	800											
ROW	CAQ		1,368										
CON	NHPP			1,362									
CON	SXF			1,000									
CON	CAQ			4,884									
CON	CAQ				4,884								
CON	NHPP				1,362								
CON	SXF				681								
		800	1,918	7,246	6,927	0	0	0	0	0	0	0	0
		Total FY2013-2016		16,891		Total FY2017-2020			0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 57858 Lafayette Street Extension (MG1) SR:9102**

**LIMITS** Dannehower Bridge to PA Turnpike

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:55

**MUNICIPALITIES:** Norristown Borough; Plymouth Township

AQ Code:2035M

**PLANNING AREA:** Developed Community

DOD: 4

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

This project (Section MG1) serves as the design project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU	424											
FD	LOC	106											
ROW	STU		2,185										
ROW	LOC		546										
UTL	STU		2,623										
UTL	LOC		656										
		<b>530</b>	<b>6,010</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 FY2013-2016</b>			<b>6,540</b>	<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 57864 Cowpath Road/Godshall Road/Broad Street Improvements SR:1012

LIMITS At Cowpath Road/Godshall Road/Broad Street

Est Let Date: 3/14/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Franconia Township

AQ Code:R4

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: HNTB/JA

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	STP	120													
ROW	STU		600												
UTL	STP	56													
CON	STU		4,069												
		176	4,669	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,845			Total FY2017-2020			0			Total FY2021-2024	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 57865** *Edge Hill Road Reconstruction SR:2034*

**LIMITS** Easton Road to Jenkintown Road

Est Let Date: 10/17/2019

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Abington Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** HNTB/JA

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STU									7,414					
CON	STP									8,555					
CON	581									3,992					
		0	0	0	0	0	0	0	0	19,961	0	0	0		
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			19,961

**MPMS# 59522** *I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management SR:9101*

**LIMITS** At I-476 and PA 309

Est Let Date: 4/25/2013

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Various

AQ Code:S7

**PLANNING AREA:**

DOD: 1

**PROJECT MANAGER:** AECOM/ER

**CMP:** Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	CAQ	80													
FD	581	20													
ROW	CAQ	47													
ROW	581	12													
UTL	CMAQ		1,800												
CON	CAQ	2,456													
CON	SXF	3,344													
		5,959	1,800	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>				7,759	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63486**      **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

**LIMITS** Johnson Highway to Township Line Road

Est Let Date: 2/1/2018

**IMPROVEMENT** Roadway New Capacity

LRPID:56

**MUNICIPALITIES:** Whitpain Township; East Norriton Township; Norristown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project.

MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU								3,894					
CON	NHS								15,577					
CON	NHS									15,577				
CON	581									3,894				
CON	NHS										15,577			
CON	581										3,894			
		0	0	0	0	0	0	0	19,471	19,471	19,471	0	0	
		Total FY2013-2016				0	Total FY2017-2020				19,471	Total FY2021-2024		38,942

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63490**      **US 202, Township Line Road to Morris Road (61N) SR:0202**

**LIMITS** Township Line Road to Morris Road

Est Let Date: 4/3/2017

**IMPROVEMENT** Roadway New Capacity

LRPID:56

**MUNICIPALITIES:** Whitpain Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	STU	20											
CON	NHS					17,485							
CON	NHS							19,992					
CON	NHS								19,638				
CON	NHS									831			
		20	0	0	0	0	17,485	19,992	19,638	831	0	0	0
		<b>Total FY2013-2016</b>			20	<b>Total FY2017-2020</b>			57,115	<b>Total FY2021-2024</b>			831



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63491** US 202, Morris Road to Swedesford Road (65S) SR:0202

**LIMITS** Morris Road to Swedesford Road

Est Let Date: 10/15/2017

**IMPROVEMENT** Roadway New Capacity

LRPID:56

**MUNICIPALITIES:** Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Township

AQ Code:2025M

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 2

**PROJECT MANAGER:** TSS/MCF

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8F, 12B, 14C

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	NHPP		50										
ROW	581		13										
CON	NHS					22,700							
CON	581					5,674							
CON	NHS						22,700						
CON	581						5,674						
CON	NHS								22,700				
CON	581								5,674				
		0	63	0	0	0	28,374	28,374	28,374	0	0	0	0
		<b>Total FY2013-2016</b>			63	<b>Total FY2017-2020</b>			85,122	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63492** *US 202, Swedesford Rd. to PA 309 (Section 65N) SR:0202*

**LIMITS** Swedesford Road to Route 309

ctl Let Date: 12/17/2009

**IMPROVEMENT** Roadway New Capacity

**MUNICIPALITIES:** Lower Gwynedd Township; Montgomery Township; Upper Gwynedd Township

AQ Code:2020M

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Major SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	1,631											
CON	NHPP		1,254										
		1,631	1,254	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>2,885</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 63493** *PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202*

**LIMITS** At US 202/Route 309/PA 463

Est Let Date: 4/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Montgomery Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD: 2

**PROJECT MANAGER:** TSS/MCF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 8G, 12B, 14C

This project involves modifications to the intersection of SR 0309 (Bethlehem Pike) with SR 0463 (Horsham/Cowpath Road) and SR 2202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work along SR 0309 will extend approximately 430 m. (1411 ft.) north of the intersection and approximately 320 m. (1050 ft.) south of the intersection; along SR 0463 will extend approximately 460 m. (1508 ft.) east of the intersection and 245 m. (804 ft.) west of the intersection; along SR 2202 will extend approximately 80 m. (262 ft.) north of the intersection. Both signal support structures will be replaced.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	581	200											
UTL	581	947											
CON	581				5,534								
		1,147	0	0	5,534	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>6,681</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63494** *US 202, Section 700 ITS*

Actl Let Date: 5/12/2011

**LIMITS** PA 63/Welsh Rd to PA 611 Bypass

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Doylestown Township; Lower Gwynedd Township; Upper Gwynedd Township

AQ Code:S7

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** Gannett/SAN

**CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	STU	150												
UTL	SXF		200											
		150	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			350	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 64275** *PA 309, Commerce to Pennsylvania Ave (2) SR:0309*

Actl Let Date: 9/16/2004

**LIMITS** Fort Washington Interchange (Sec. 103)

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Upper Dublin Township; Whitmarsh Township

AQ Code:S10

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 1A, 14B

This project provides for the construction of the Fort Washington Interchange located between Commerce Rd. and Pennsylvania Avenue on Route 309, Section 103. It involves the replacement of the existing Norfolk Southern Railroad structure to accommodate the wider roadway. See MPMS #16476 for Section 100 which pertains to the roadway and overhead bridges between Haws Road and Highland Ave., not including the Ft. Washington Interchange.

This PA 309 reconstruction project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes and configuring the PA Turnpike Interchange. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	214												
		214	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			214	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 64796** **US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422**

**LIMITS** At US 422 and PA 363

Est Let Date: 11/1/2012

**IMPROVEMENT** Roadway New Capacity

LRPID:95

**MUNICIPALITIES:** Lower Providence Township; West Norriton Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb; Developed Community

DOD: 0

**PROJECT MANAGER:** EE/MDH

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 9B

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP		76										
FD	581		19										
ROW	STP*	500											
UTL	STP*	600											
CON	STU	2,272											
CON	TCS	660											
CON	NHS	23											
CON	TOLL												
CON	STU		3,000										
CON	NHS		3,260										
CON	TOLL												
CON	NHPP			9,328									

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

4,055	6,355	9,328	0	0	0	0	0	0	0	0	0				
Total FY2013-2016		19,738		Total FY2017-2020				0				Total FY2021-2024		0	

MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412

LIMITS Over Amtrak/SEPTA

Est Let Date: 4/2/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
PE	BOO	100															
FD	BOO	448															
FD	183	84															
FD	LOC	28															
CON	BOF			3,897													
CON	183			731													
CON	LOC			244													
CON	BOF					1,650											
CON	183					309											
CON	LOC					244											
		660	0	4,872	0	2,203	0	0	0	0	0	0	0				
		Total FY2013-2016		5,532		Total FY2017-2020				2,203				Total FY2021-2024		0	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 64811 PA 463 Horsham Rd. SR:0463

LIMITS North Wales Rd. to General Hancock Rd.

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Montgomery Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: CONSTR

CMP: Major SOV Capacity

Adding Subcorr(s): 8G, 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	STU	42												
UTL	STU		21											
		42	21	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			63	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 65910 Ambler Streetscape/Station Landscaping (TE) SR:0309

LIMITS Along Butler Pike/Vicinity of Ambler Train Station

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Ambler Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	74												
CON	STE	241												
CON	STE		624											
CON	STU		865											
		315	1,489	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,804	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 66952** 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

Est Let Date: 1/15/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Upper Merion Township

AQ Code:R3

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** EE/MDH

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 1A, 9B

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	SXF	88											
ROW	581	23											
UTL	NHPP			1,981									
CON	STU				2,989								
CON	SXF				7,511								
		111	0	1,981	10,500	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>12,592</b>		<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 66986** *US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe)* SR:0422

**LIMITS** Over Schuylkill River

Est Let Date: 4/15/2014

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:135

**MUNICIPALITIES:** West Pottsgrove Township; North Coventry Township

AQ Code:S19

**PLANNING AREA:** Developed Community; Growing Suburb

DOD: 4

**PROJECT MANAGER:** EE/LJL

**CMP:** Not SOV Capacity Adding

Reconstruct the bridge carrying SR 0422 over Schuylkill River in Chester and Montgomery Counties. 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. Structural improvements also include the replacement and extension of two (2) culverts. Also see MPMS #s 14698, 16738, 64220, and 64222. SAFETEA DEMO # 1202, PA ID# 384 \$1.2 MILLION

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	51,039												
		0	51,039	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			51,039	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 69799** *PA 309, ITS Integration* SR:0309

**LIMITS** Cheltenham Avenue to PA 63 and PA 63 to US 202

Actl Let Date: 2/9/2007

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Various

AQ Code:S7

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 1A, 14A, 14B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS*	500												
CON	STU	425												
		925	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			925	Total FY2017-2020				0	Total FY2021-2024			0



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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 70197** **US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex**  
**SR:0422**

**LIMITS** Over Schuylkill River

Est Let Date: 1/8/2015

**IMPROVEMENT** Roadway New Capacity

LRPID:96

**MUNICIPALITIES:** Upper Merion Township; West Norriton Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** EE/MDH

**CMP:** Major SOV Capacity

Adding Subcorr(s): 9B

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #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.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP		561										
FD	581		112										
ROW	BOO	1,531											
ROW	185	324											
ROW	NHPP		336										
ROW	185		142										
UTL	NHPP		2,404										
UTL	TOLL												
CON	STU					24,361							
CON	916					6,090							

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## Montgomery

CON STU						24,361							
CON 916						6,090							
CON STU							24,361						
CON 916							6,090						
CON STU								8,820					
CON 916								6,090					
CON STU									39,902				
CON 916									6,090				
	1,855	3,555	0	0	0	30,451	30,451	30,451	14,910	45,992	0	0	
	<b>Total FY2013-2016</b>			<b>5,410</b>	<b>Total FY2017-2020</b>			<b>91,353</b>	<b>Total FY2021-2024</b>		<b>60,902</b>		

MPMS# 71203 *Flourtown-Erdenheim Community Gateways (TE) SR:2018*

LIMITS Bethlehem Pike at East Mill Road and Penn Oak Road

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Springfield Township

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 14B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			<b>0</b>	<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitemarsh Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge 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 that would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	488											
FD	183	92											
FD	LOC	31											
ROW	BOO	37											
ROW	183	7											
ROW	LOC	2											
UTL	STU		28										
UTL	183		5										
UTL	LOC		2										
CON	STP					5,779							
CON	183					1,084							
CON	LOC					361							
		657	35	0	0	7,224	0	0	0	0	0	0	0
		Total FY2013-2016			692	Total FY2017-2020			7,224	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 72977** *Butler Pike Pedestrian Walkway Improvements (HTSSRS)*

**LIMITS** Germantown Pike, Whitemarsh High School to Butler

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Whitemarsh Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** W/DVRPC/JC

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2B, 15B

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 Whitemarsh 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 from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

**MPMS# 72978** *Norristown Main Street Streetscape - Phase III (HTSSRS)*

**LIMITS** Cherry Street to Barbadoes Street

Actl Let Date: 6/21/2012

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Norristown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 4

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8E, 9B

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 from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 72994 PA 263, York Road Hatboro Revitalization (HTSSRS)**

**LIMITS** Horsham Road to Summit Avenue

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Hatboro Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 2

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 1A, 12A

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

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

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn from MPMS #64984 at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been broken out to MPMS #74817 for use on this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP		312											
CON	STU		489											
		0	801	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			801	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 74807 North Broad Streetscape Improvements**

**LIMITS** Lansing Avenue to Lynwood Road

Est Let Date: 5/23/2014

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Hatfield Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD: 1

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14C

The project will include streetscape improvements such as concrete sidewalks, curbs and street plantings. The preliminary engineering phase was completed by Hatfield Township in 2008.

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - \$100,000

\$20,000 will be provided by Lansdale Warehouse

\$20,000 will be provided by Hatfield Township

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	SXF		100											
CON	LOC		42											
		142	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			142	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 74813** *Ambler Pedestrian Sidewalk Improvements*

**LIMITS** Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 1/15/2014

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Ambler Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 3

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14B

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	SXF	354													
		354	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		354			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 74815** *Upper Gwynedd Streetscape Improvements*

**LIMITS** At West Point Avenue and Garfield Avenue

Est Let Date: 3/7/2013

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Upper Gwynedd Township

AQ Code:A2

**PLANNING AREA:** Growing Suburb

DOD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 8F

Streetscape improvement at West Point and Garfield Avenues, including curb and sidewalk reconstruction and improved lighting in the four block section surrounding the intersection of West Point and Garfield Avenue.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	SXF		300												
		0	300	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		300			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 74817 PA 263, York Road Hatboro Revitalization (TE)

LIMITS Horsham Road to Summit Avenue

Est Let Date: 6/16/2014

IMPROVEMENT Streetscape

MUNICIPALITIES:

AQ Code:X12

PLANNING AREA:

DOD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A, 14F

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

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

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 74937 Whitemarsh Township Street Improvements (TE)

LIMITS Germantown Pike, Church Road to Joshua Road

Est Let Date: 7/15/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Whitemarsh Township

AQ Code:S6

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		640											
		0	640	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			640	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 77462** *Collegeville Main Street Revitalization - Phase 3 (HTSSRS)*

**LIMITS** 1st Avenue to 4th Avenue

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Collegeville Borough

AQ Code:X12

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:** CONSTR.

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A

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 Home Town Streets Program. \$522,950 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			

**MPMS# 78736** *E King St O/Manatawney Cr (Bridge)*

**New-B**

**LIMITS** Pottstown Boro

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Pottstown Borough

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 4

**PROJECT MANAGER:** TSS/HPF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP							126					
FD	185							31					
ROW	NHPP								130				
ROW	185								32				
CON	NHPP									446			
CON	185									112			
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>558</b>			
						<b>319</b>				<b>558</b>			
										<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 79863 Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)**

**LIMITS** Ford Street to Conshohocken Road

Est Let Date: 11/7/2013

**IMPROVEMENT** Roadway New Capacity

LRPID:55

**MUNICIPALITIES:** Norristown Borough; Plymouth Township

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 5

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

This project (Section MGP) will extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange. This new section between Ford Street and Conshohocken Road will be constructed and will provide turn lanes onto Conshohocken Road.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	5,363												
CON	LOC	1,342												
CON	STU		5,363											
CON	LOC		1,342											
		<b>6,705</b>	<b>6,705</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 FY2013-2016</b>			<b>13,410</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 79864** Lafayette Street, Barbados Street to Ford Street Widening (MGN)

**LIMITS** Barbados Street to Ford Street

Est Let Date: 1/12/2015

**IMPROVEMENT** Roadway New Capacity

LRPID:55

**MUNICIPALITIES:** Norristown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 4

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project (Section MGN) will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU			6,638									
CON	LOC			1,724									
CON	STU				10,478								
CON	LOC				2,684								
		0	0	8,362	13,162	0	0	0	0	0	0	0	0
		Total FY2013-2016		21,524		Total FY2017-2020				0			
						Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80021** *US 202, Markley Street Improvements (Section 510)*

**LIMITS** Main Street to Harding Boulevard

Est Let Date: 1/15/2015

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:21

**MUNICIPALITIES:** Norristown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 5

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU			7,428									
CON	STU				6,000								
CON	581				1,530								
		0	0	7,428	7,530	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>14,958</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80022** *US 202, Markley Street Improvements (Section 520)*

**LIMITS** Harding Boulevard to Johnson Highway

Est Let Date: 11/29/2012

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:21

**MUNICIPALITIES:** East Norriton Township; Norristown Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD: 5

**PROJECT MANAGER:** EE/JB

**CMP:** Major SOV Capacity

Adding Subcorr(s): 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STU	8,275													
CON	SXF	1,000													
CON	581	2,069													
CON	NHPP		8,275												
CON	581		2,069												
		<b>11,344</b>	<b>10,344</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 FY2013-2016</b>			<b>21,688</b>			<b>Total FY2017-2020</b>			<b>0</b>			<b>Total FY2021-2024</b>	
											<b>0</b>				

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80052** *Fetters Mill Bridge Over Pennypack Circle*

**LIMITS** Over Pennypack Circle

Est Let Date: 12/4/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Bryn Athyn Borough; Lower Moreland Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD: 2

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 12A

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

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

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
FD	BOO	327																			
FD	183	61																			
FD	LOC	20																			
ROW	BOO	93																			
ROW	183	18																			
ROW	LOC	6																			
CON	BOF					2,102															
CON	185					394															
CON	LOC					131															
		525	0	0	0	2,627	0	0	0	0	0	0	0								
<b>Total FY2013-2016</b>		525				<b>Total FY2017-2020</b>				2,627				<b>Total FY2021-2024</b>				0			

**MPMS# 80053** *Knight Road Bridge Over Green Lane Reservoir*

**LIMITS** Over Green Lane Reservoir

Est Let Date: 10/2/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Hanover Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD: 0

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
FD	BOO*	100																			
CON	STU			1,783																	
CON	183			334																	
CON	LOC			111																	
		100	0	2,228	0	0	0	0	0	0	0	0	0								
<b>Total FY2013-2016</b>		2,328				<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80479** *I-476, Mid County Expressway Roadway Reconstruction*

**LIMITS** I-76/Schuylkill Expressway to I-276/Mid County Toll

Actl Let Date: 7/30/2009

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Lower Merion Township; Plymouth Township; West Conshohocken Borough

AQ Code:S10

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2B, 3C

This project involves the total reconstruction of 4.1 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate six (6) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Components of this project have already been advanced under MPMS #'s 77523, 83603, 83606, and 16737. Total roadway construction estimate is \$87 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	991												
CON	NHS	2,782												
CON	NHPP		7,842											
		<b>3,773</b>	<b>7,842</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 FY2013-2016</b>			<b>11,615</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS Over Schuylkill River

Est Let Date: 4/5/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is posted for 22 tons, and carries two 10' lanes and one 5' sidewalk. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU			843									
FD	183			158									
FD	LOC			53									
UTL	STP					53							
UTL	183					10							
UTL	LOC					3							
CON	STP						5,466						
CON	183						1,025						
CON	LOC						342						
CON	STP							5,466					
CON	183							1,025					
CON	LOC							342					
CON	STP								5,466				
CON	183								1,025				
CON	LOC								342				
		0	0	1,054	0	66	6,833	6,833	6,833	0	0	0	0
		Total FY2013-2016			1,054	Total FY2017-2020			20,565	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 84868 US 202-650 TSM Improvements

**LIMITS** No Let Date  
**IMPROVEMENT** Roadway New Capacity LRPID:56  
**MUNICIPALITIES:** Lower Gwynedd Township AQ Code:R1  
**PLANNING AREA:** Growing Suburb DOD:  
**PROJECT MANAGER:** CONSTR **CMP:**

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#: 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	CAQ	100													
		100	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		100			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

MPMS# 86336 Congo Road Bridge Replacement

**LIMITS** Congo Road over Middle Creek Est Let Date: 2/15/2017  
**IMPROVEMENT** Bridge Repair/Replacement  
**MUNICIPALITIES:** AQ Code:S19  
**PLANNING AREA:** DOD: 1  
**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP		16										
PE	185		4										
PE	BOF					271							
PE	185					68							
<b>Total FY2013-2016</b>		0	20	0	0	<b>Total FY2017-2020</b>				0	0	0	0
		20			339				<b>Total FY2021-2024</b>				0



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 86924 PA 422, Resurfacing (PM2)

LIMITS west of Royersford Rd. to west of Sanatoga Rd

Est Let Date: 10/15/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

AQ Code:S10

PLANNING AREA:

DOD: 0

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	NHPP		350										
UTL	NHPP		200										
CON	NHPP			6,588									
CON	STU				2,656								
CON	STP				7,434								
CON	STP					3,713							
CON	STP									2,000			
		0	550	6,588	10,090	3,713	0	0	0	2,000	0	0	0
		Total FY2013-2016			17,228	Total FY2017-2020			3,713	Total FY2021-2024			2,000

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 87091 Lower Merion Township Bike/Ped Improv (PCTI) - Round 1

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Lower Merion Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

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

**CMP:**

Cynwyd Trail and Station Access Improvements - This project will construct bicycle and pedestrian improvements from Cynwyd station to the Cynwyd trail, extending the commuter platform past the end of active line and providing a safe dedicated connection between the station and its associated parking lots and the trail.

The platform extension will include ADA accessible ramps. In addition, this project also includes funding for 300 feet of context sensitive fencing to separate the active line and the section of the trail that connects to the Bala Commercial District.

When completed, Cynwyd Station will serve as a safe, attractive gateway between the Cynwyd Trail and the Bala Commercial District and the surrounding Bala Cynwyd residential neighborhoods. In addition Cynwyd Station will serve as the eastern trail anchor that also connects with the Main Street Manayunk Commercial District and the Ivy Ridge Commuter Station in Manayunk.

This project was awarded \$350,000 in Pennsylvania Community Transportation Initiative (PCTI) funding in May of 2009.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	STP	8												
		8	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			8	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 87097**      **Pottstown Borough Improvements (SRTSF) - Round 1**

**LIMITS** Vicinity of Pottstown's 5 elementary schools

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Pottstown Borough

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 4

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project will include sidewalk rehabilitation, updated and new signage, and pavement markings.

The proposed improvements at each of the Borough's elementary schools aim to create a safe environment for children to walk and bike to school. The addition of crosswalks with diagonal markings will create more of an awareness for drivers and 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 federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	SRTSF	80													
FD	SRTSF	10													
CON	SRTSF	134													
		224	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			224	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 87099 Upper Gwynedd Township Improvements (SRTSF) - Round 1

LIMITS Vicinity of St. Rose of Lima and

Est Let Date: 4/24/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8F, 12B, 14C

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded \$1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; Installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF	220												
FD	SRTSF	20												
CON	SRTSF	901												
		1,141	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,141	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 87392 Lafayette Street Extension (MGL)

LIMITS Norristown Borough Line to I-276

Est Let Date: 1/2/2014

IMPROVEMENT Roadway New Capacity

LRPID:55

MUNICIPALITIES:

AQ Code:2025M

PLANNING AREA:

DOD: 1

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU		5,445										
CON	LOC		1,089										
CON	STU			5,445									
CON	LOC			1,089									
CON	STU				5,445								
CON	LOC				1,089								
		0	6,534	6,534	6,534	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		19,602				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 87522 I-76 Mudslide Improvements

LIMITS Conshohocken curve from MP 334 to MP 335

Est Let Date: 7/26/2012

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Conshohocken Borough; Lower Merion Township

AQ Code:X13

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	STP	42											
ROW	581	11											
CON	NHPP				955								
CON	581				239								
		53	0	0	1,194	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,247		Total FY2017-2020				0			
						Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 87938** *Bethlehem Pike Roadway Streetscape Improvements (TCSP)*

**LIMITS** Whitemarsh Township to Philadelphia County Line

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Springfield Township

AQ Code:R4

**PLANNING AREA:** Rural Area

DOD: 1

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

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.

This project was combined with MPMS# 74801.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	448												
		448	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			448	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 89715** *US 422, Sanatoga Interchange Ramp Improvements*

**LIMITS** US 422 at Evergreen Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Limerick Township

AQ Code:R3

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** EE/MDH **CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	LOC	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			400	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 90006 Trooper Road Closed Loop (TCSP)**

**LIMITS** Germantown Pike to US 422

Est Let Date: 7/26/2012

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:**

AQ Code:2015M

**PLANNING AREA:**

DOD: 0

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	222												
CON	LOC	56												
		278	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			278	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 92807 Skippack Pike Bridge Replacement**

**LIMITS** Skippack Pike over the Skippack Creek

Est Let Date: 10/16/2017

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	NHPP		20											
PE	185		5											
PE	NHPP					315								
PE	185					79								
		0	25	0	0	394	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			25	<b>Total FY2017-2020</b>				394	<b>Total FY2021-2024</b>			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 92839 Ridge Pike/two RR Bridges

New-B

LIMITS From 250'west of the County Bridge 257/NS to 250' east of the bridge and from 250'west of bridge ove

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER: AECOM/MMP

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

Ridge Pike/two RR Bridges  
Plymouth Township, Montgomery County  
Bridge Restoration

This project will reconstruct and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Manor Avenue and Carland Road. It also includes constructing a new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike. Both existing bridges over the railroad are structurally deficient. This is a companion project to MPMS #48175. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	127											
FD	183	23											
FD	LOC	8											
ROW	BOO	509											
ROW	183	95											
ROW	LOC	32											
UTL	BOO	127											
UTL	183	23											
UTL	LOC	8											
CON	NHPP								15,244				
CON	183								2,857				
CON	LOC								952				
		952	0	0	0	0	0	0	19,053	0	0	0	0
		Total FY2013-2016			952	Total FY2017-2020			19,053	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 93442 *District Bridge Maint Contract 4*

LIMITS Various Bridges in Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: CONSTR

CMP:

This project is to fund the repair of Structurally Deficient (SD) bridges that are within Montgomery County:

- S.R. 0073 over Tookany Creek
- S.R. 0073 over Tacony Creek
- S.R. 0152 over Tookany Creek
- S.R. 1022 over Perkiomen Creek.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	539												
		539	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			539	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 94785 District Surface Treatment 83 (6-4) (ADA Ramps)

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

These are ramp improvements for compliance with Americans with Disabilities Act of 1990 (ADA) that are companion improvements to road surface treatment projects undertaken by District 6-0 Maintenance Division.

- Rt. 100: Start Segment 0020, State Offset 0000, End Segment 0070, End Offset 1161
- Morris Rd.: Start Segment 0010, Start Offset 0000, End Segment 0070, End Offset 0000
- Norristown Rd.: Start Segment 0010, Start Offset 0000, End Segment 0060, End Offset 0000
- Trooper Rd.: Start Segment 0040, Start Offset 0000, End Segment 0060, End Offset 0769
- Susquehanna Rd.: Start Segment 0050, Start Offset 0905, End Segment 0100, End Offset 0000
- Meetinghouse Rd./Creamery: Start Segment 0010, Start Offset 0000, End Segment 0020, End Offset 3570
- Level/ Evansburg/ Anders Rd.: Start Segment 0030, Start Offset 0518, End Segment 0110, End Offset 0557
- River Rd./Creek Rd.: Start Segment 0010, Start Offset 0000, End Segment 0030, End Offset 1393
- Kepler Rd.: Start Segment 0010, Start Offset 0000, End Segment 0040, End Offset 2248
- Gilbertsville Rd.: Start Segment 0080, Start Segment 0071, End Segment 0120, End Offset 2708
- Robers Rd./ Old Gulph/ Harriton/ Morris Ave.: Start Segment 0010, Start Offset 0000, End Segment 0050, End Offset 1875
- Forty Foot Rd./ Broad ST./Main St./ Cowpath Rd.: Start Segment 0012, Start Segment 0000, End Segment 0132, End Offset 0000
- Ridge Rd.: Start Segment 0010, Start Offset 0000, End Segment 0080, End Offset 2698
- Allentown Rd.: Start Segment 0070, Start Offset 0000, End Segment 0120, End Offset 0754
- Conshohocken State Rd.: Start Segment 0320, Start offset 0000, End Segment 0330, End Offset 0000
- South Gulph Rd.: Start Segment 0030, Start Offset 0000, End Segment 0040, End Offset 0000
- S. Gulph Rd.: Start Segment 0030, Start Offset 0000, End Segment 0040, End Offset 0000
- Park Ave./Schwenksville Rd.: Start Segment 0080, Start Offset 0000, End Segment 0120, End Offset 0000
- Linfield Rd.: Start Segment 0030, Start Offset 0000, End Segment 0040, End Offset 0000
- Old Forty Foot Rd.: Start Segment 0010, Start Offset 0000, End Segment 0050, End Offset 3167
- Germantown Pk: Start Segment 0030, Start Offset 1434, End Segment 0060, End Offset 0000
- Easton Rd.: Start Segment 0210, Start Offset 1919, End Segment 0220, End Offset 1644

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	916	1,117													
		1,117	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			1,117	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 95708** *I-76 Slope Stabilization*

**LIMITS** Between mileposts 332.4 and 332.8

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Lower Merion Township

AQ Code:S2

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** P/CNV

**CMP:**

This project will entail rock bolting and scaling to stabilize the slope above the Schuylkill Expressway including other miscellaneous construction, such as maintenance and protection of traffic during construction. The project is located within Lower Merion Township in Montgomery County between mileposts 332.4 and 332.8. Rock bolting is the process of installing/drilling rods into exposed and failing rock faces to help prevent the material from breaking loose and entering a roadway and bridge surfaces. Scaling is the cutting back of the rock surface to prevent failures onto roadway and bridge surfaces.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	916	2,072														
CON	916		837													
		2,072	837	0	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016		2,909		Total FY2017-2020				0				Total FY2021-2024		0

**MPMS# 96217** *Central Bucks Congestion Mitigation*

**LIMITS** State Route 152 in Chalfont Borough

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Chalfont Borough

AQ Code:2025O

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:** Minor SOV Capacity

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	CAQ		230													
CON	LOC		58													
		0	288	0	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016		288		Total FY2017-2020				0				Total FY2021-2024		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 96218** *Fayette Street Signal Interconnection Project*

**LIMITS** Elm Street to 11th Avenue

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Conshohocken Borough

AQ Code:2025M

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 2B, 15B

An interconnected traffic signal system along Fayette Street from Elm Street to 11th Avenue will be installed. Intelligent Transportation System (ITS) equipment at 6 signalized intersections will be deployed, connected via an aerial fiber optic system, and allow PennDOT to connect with systems in West Conshohocken, Plymouth Township, and I-476. Signal equipment at 3 intersections (3rd, 9th, and 11th avenues) will be upgraded to comply with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to ensure support of the ITS equipment and software. Advanced interconnected signal systems are expected to efficiently move traffic, and thereby reduce harmful emissions.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	CAQ		568													
CON	LOC		142													
		0	710	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>710</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 96220** *Lower Salford Signal Improvements*

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Lower Salford Township

AQ Code:2025M

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 11A

Signal improvements along Lower Salford Township's two main corridors, Main Street (S.R. 0063) and Harleysville Pike (S.R. 0113), will be installed.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	CAQ		436													
CON	LOC		109													
CON	CAQ			294												
CON	LOC			73												
		0	545	367	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>912</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 96239 *King of Prussia business Improvement District Transit Shuttle*

LIMITS No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Upper Merion Township AQ Code:2015O

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: EE/DVRPC/RG CMP:

This project is a commuter shuttle service that connects major employment centers in the King of Prussia business and industrial park to key regional rail stations in the area will be provided. This includes a mid-day "lunchtime" shuttle that links employees to the King of Prussia Mall.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	CAQ	500											
		0	500	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>500</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	

MPMS# 96787 *Broad Street Grade Crossing*

LIMITS Between Main Street and Front Street No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough AQ Code:S8

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: MAL CMP:

Installation of Warning Devices and High Type Surface

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	RRX	284											
CON	RRX	284											
CON	HSIP	315											
		284	599	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>883</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 96953 I-76 and I-476 Operational Improvements

LIMITS -76 eastbound on-ramps through the I-476 and Conshohocken Interchanges

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:X5

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

The modeling task will build upon the work completed by DVRPC in development of a Schuylkill Expressway (I-76) Operational Research Model by looking at 3 Interchanges of other roadways with I-76 in the region: I-476 southbound on-ramp to I-76 eastbound - model a widening to two lanes with increased acceleration lane length, I-476 northbound on-ramp to I-76 eastbound - model operations with an increased acceleration lane, and Conshohocken on-ramp to I-76 eastbound - model operations with an increased acceleration lane. The updated model will be used to do preliminary alternatives screening and to evaluate the conceptual design proposed by AECOM and Montgomery County. While the existing model will be used (and enhanced by this work), some additional traffic counting will occur with refinements to the current I-76 model - this will be a very small component of the proposed task. Most of the work will be focused on using the existing model to analyze the effects of the proposed improvements at the 3 locations noted.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	TOLL													
STUD	STP	95												
		95	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			95	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 97321 Turnpike Access Study Montgomery County

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Dublin Township; Upper Merion Township; Whitpain Township; Horsham Township; Norri

AQ Code:X1

PLANNING AREA: Developed Community; Growing Suburb

DOD:

PROJECT MANAGER:

CMP:

This study will identify potential land use and transportation improvements that can revitalize business parks at PA Turnpike Interchanges to remain economically competitive, to bolster employment and economic activity, and to increase travel on the turnpike, thereby reducing travel on local roads.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	STP		50											
STUD	OTH		100											
		0	150	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			150	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 97975** *Red Lion Road*

**LIMITS** Dale Road and Philmont Avenue

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Lower Moreland Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:**

**CMP:**

The improvements include a new pedestrian crossing consisting of precast concrete surface mounted panels, warning devices (hand men) which are incorporated into the current warning device system, new connecting sidewalks, ramps, and handrails as well as related earthwork and a retaining wall. The project will improve pedestrian safety and also provide a safe access route for children to get to school.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	581		200											
		0	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			200	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 98008** *Black Rock Road over Mill Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Merion Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:**

**CMP:**

The purpose of the project is to rehabilitate the Black Rock Road over Mill Creek bridge to prolong its useful life. The scope includes abutment underpinning, scour control measures, installation of safety features, sign repair, steel beam painting, re-pointing of stone work, and sidewalk repair.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	ACT13	59												
ROW	ACT13	3												
CON	ACT13	269												
		331	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			331	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 98009 *Old Gulph Road over Mill Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township AQ Code:S19

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Old Gulph Road over Mill Creek bridge to prolong its useful life. The scope includes abutment underpinning, scour control measures, minor stone arch patching, and roadway repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	12											
ROW	ACT13	1											
CON	ACT13	53											
		66	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		66				0				0			

MPMS# 98010 *Ashbourne Road over Tookany Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township AQ Code:S19

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Ashbourne Road over Tookany Creek bridge to prolong its useful life. The scope includes scour control measures, debris sediment removal, installation of safety measures, minor concrete patching, and approach roadway and sidewalk repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	14											
ROW	ACT13	1											
CON	ACT13	64											
		79	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		79				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 98011 *Sumneytown Pike over Towamencin Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Gwynedd Township AQ Code:S19

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Sumneytown Pike over Towamencin Creek bridge to prolong its useful life. The scope includes scour control measures, upgrading and repair of safety features, minor concrete patching, and roadway repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	6											
ROW	ACT13	1											
CON	ACT13	27											
		34	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		34				0				0			

MPMS# 98012 *Germantown Pike over branch of Stoney Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Norriton Township AQ Code:S19

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Germantown Pike over branch of Stoney Creek bridge to prolong its useful life. The scope includes scour control measures, re-establish wing wall fill, channel deposition removal, upgrade safety features, approach roadway repair, and sidewalk repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	25											
ROW	ACT13	4											
CON	ACT13	114											
		143	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		143				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 98013 *Ashmead Road over SEPTA*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Ashmead Road over SEPTA bridge to prolong its useful life. The scope includes replacement of deck joints, deck and curb repair, deck overlay, sidewalk repair, pier and wing wall repair, safety feature upgrade, and roadway approach repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	28											
ROW	ACT13	4											
CON	ACT13	129											
		161	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		161				0				0			

MPMS# 98014 *Green Lane Road over Deep Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Frederick Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Green Lane Road over Deep Creek bridge to prolong its useful life. The scope includes scour countermeasures, safety feature installations and signing repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	4											
ROW	ACT13	1											
CON	ACT13	20											
		25	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		25				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 98015 *Mount Pleasant Avenue over Wissahickon Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitpain Township AQ Code:S19

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Mount Pleasant Avenue over Wissahickon Creek bridge to prolong its useful life. The scope includes scour countermeasures, debris and deposition removal, concrete repair, safety features upgrades, and signing repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13	11											
ROW	ACT13	1											
CON	ACT13	49											
		61	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		61				0				0			

MPMS# 98160 *Line Lexington Road over Neshaminy Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatfield Township AQ Code:S19

PLANNING AREA: Growing Suburb DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Line Lexington Road over Neshaminy Creek bridge (County Bridge #112) to prolong its useful life. The scope includes deck repair, concrete and steel repairs to the beams, beam painting of exposed steel, substructure repair, rock placement, debris removal, installation of updated safety features, bridge rail and curb repair, and sign repair.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13		60										
ROW	ACT13		3										
CON	ACT13		276										
		0	339	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		339				0				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 98162 *King Road over Ridge Valley Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Salford Township AQ Code:S19

PLANNING AREA: Rural Area DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the King Road over Ridge Valley Creek bridge (County Bridge #294) to prolong its useful life. The scope includes abutment and pier underpinning, scour control measures, debris removal, installation of safety features, deck repair, stone masonry pointing, sign repair, and roadway repair.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024												
FD	ACT13		33																						
ROW	ACT13		1																						
CON	ACT13		155																						
		0	189	0	0	0	0	0	0	0	0	0	0												
		Total FY2013-2016				189				Total FY2017-2020				0				Total FY2021-2024				0			

MPMS# 98164 *Old Sumneytown Pike over East Branch Perkiomen Creek*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Salford Township AQ Code:S19

PLANNING AREA: Rural Area DOD:

PROJECT MANAGER: CMP:

The purpose of the project is to rehabilitate the Old Sumneytown Pike over East Branch Perkiomen Creek bridge (County Bridge #151) bridge to prolong its useful life. The scope includes abutment and pier underpinning, scour control measures, debris removal, installation of safety features, deck repair, stone masonry pointing, sign repair, and roadway repair.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024												
FD	ACT13		37																						
ROW	ACT13		2																						
CON	ACT13		169																						
		0	208	0	0	0	0	0	0	0	0	0	0												
		Total FY2013-2016				208				Total FY2017-2020				0				Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 98165 *Simmons Road over Scioto Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Frederick Township

AQ Code:S19

**PLANNING AREA:** Rural Area

DOD:

**PROJECT MANAGER:**

**CMP:**

The purpose of the project is to rehabilitate the Simmons Road over Scioto Creek bridge (County Bridge #90) bridge to prolong its useful life. The scope includes underpinning, rock protection, arch repair, stone masonry pointing and upgrading safety features.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	ACT13		75										
ROW	ACT13		2										
CON	ACT13		343										
		0	420	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		420				0				0			

MPMS# 98225 *Butler Pike over Prophecy Creek*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Dublin Township

AQ Code:S19

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14B

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		0				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 98226** *Maple Avenue over Neshaminy Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Hatfield Township AQ Code:S19

**PLANNING AREA:** Growing Suburb DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 12B, 14C

This project is a bridge rehabilitation/replacement of Maple Avenue over Neshaminy Creek in Hatfield Township, Montgomery County.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

**MPMS# 98227** *Allendale Road over Abrams Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper Merion Township AQ Code:S19

**PLANNING AREA:** Developed Community DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 1A, 9B

This is a bridge rehabilitation/replacement of Allendale Road over Abrams Creek in Upper Merion Township, Montgomery County.

This is a retro-reimbursement.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
<b>Total FY2021-2024</b>										<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 98228**      *Store Road over Skippack Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Lower Salford Township AQ Code:S19

**PLANNING AREA:** Growing Suburb DOD:

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

This is a bridge rehabilitation/replacement of Store Road over Skippack Creek in Lower Salford Township, Montgomery County.

This is a retro-reimbursement.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
						<b>0</b>				<b>0</b>			

**MPMS# 98706**      *PA 309 Environmental Mitigation*

**LIMITS** No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Upper Dublin Township; Cheltenham Township; Horsham Township; Lower Gwynedd Township AQ Code:X9

**PLANNING AREA:** Developed Community; Growing Suburb DOD:

**PROJECT MANAGER:** HNTB/N. Velega **CMP:**

Funding for this project is for wetland restoration restoration along the PA 309 corridor.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	0	650	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>650</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
						<b>0</b>				<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 102139 *Route 611 Studies in Montgomery County*

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various AQ Code:X1

PLANNING AREA: DOD:

PROJECT MANAGER: CMP:

Studies included in this project are:

PA Turnpike at Route 611 Study, \$50,000 Act 89  
Route 611 Corridor Study, \$50,000 Act 89

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	581	300												
		0	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			300	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 102158 *I-76 Lane Reconfiguration Study*

New

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Upper Merion Township AQ Code:X1

PLANNING AREA: Developed Community DOD:

PROJECT MANAGER: James Mosca CMP:

This project will be conducted to assess the viability and potential traffic mobility and safety benefits of reconfiguring the I-76 travel lanes in the vicinity of the US 202/US 422 interchange. The reconfiguration will allow the heavier traffic flows – westbound towards US 202 and US 422, and eastbound from US 202 and US 422 – to have a consistent lane configuration while the lighter traffic flows would be required to merge or diverge. This would be significantly different from the existing condition where lane alignment does not efficiently accommodate the heavier traffic flow.

Microsimulation modeling will be conducted to quantify the benefit of reconfiguring the travel lanes. Performance measures such as travel times and delays will be the indicators. Traffic safety will be analyzed via past crash patterns, frequency, and severity. Crashes will be plotted in order to assess any relation to the current lane configurations.

The study area will be focused on I-76 between the Henderson Road interchange and the Pennsylvania Turnpike, including all highway exit and entrance ramps.

Each direction of I-76 will be assessed independently. The effects of the proposed all-electronic tolling at the Valley Forge Pennsylvania Turnpike interchange will be considered in the analyses.

Products:

- A technical memorandum highlighting the study process, findings, and recommendations.
- Refinements to the I-76 Operations Research Model.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	TOLL	140												
STUD	STU	0	140	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			140	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102159** *Pennsylvania Turnpike Reinvestment Study Phase II*

**New**

**LIMITS** Bucks, Chester, Montgomery Counties

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Upper Merion Township

AQ Code:X1

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** James Mosca

**CMP:**

The Delaware Valley has a large number of business parks that were built in suburban locations at interchanges on the Pennsylvania Turnpike in the 1960s-1980s, including many in Montgomery County. These office parks led to a boom in suburban employment when they were state-of-the-art 30 - 50 years ago, and they provided a stable tax-base for many municipalities. However, many of these employment centers are starting to show their age and are experiencing intense competition from newer office parks in suburban and ex-urban locations. Certain communities and business park property owners have recognized this and are exploring strategies for repositioning these areas, including refurbishing and renovating buildings, increasing densities, providing for mixed uses, incorporating civic and green spaces, striving for a sense of place and identity, and improving transportation access.

The advent of all-electronic toll collection has made it possible to add additional interchanges to toll roads (such as the Virginia Drive slip ramps serving the Ft. Washington Office Park) without large increases in operating costs associated with additional toll collectors. Many of the office parks in need of revitalization would benefit from the addition of slip ramps to the Pennsylvania Turnpike. Traveling to office parks at turnpike interchanges may reduce traffic on local roads, and creating a mix of uses within the business parks will provide opportunities for walking or biking to destinations, also decreasing use of local roads.

This project will be a partnership between Montgomery County and DVRPC. Montgomery County Commissioners will lead a high-level "Policy Committee" of state and local elected officials, large business park property owners, DVRPC, PennDOT, PA Turnpike, and study-area municipalities. This committee will both guide the process and promote buy-in for the recommendations. A Technical Steering Committee will also be formed and led by the Montgomery County Planning Commission to guide the more technical aspects of the process. This committee will include DVRPC, PennDOT, PA Turnpike, and SEPTA.

This will be a two-and-a-half-year study, with DVRPC involvement in the final two years. During the first year, staff from Montgomery County Planning Commission have conducted initial work on redevelopment scenarios for selected business parks. This initial work examined more contemporary land use scenarios that incorporate higher densities and mixed uses at selected business parks. Conceptual plans that show how selected business parks could be redeveloped are being created, with estimates of total office/commercial square footage and, if appropriate, residential units. Seven study areas will be included: King of Prussia, Swedeland, Norristown/Plymouth, Plymouth Meeting/Blue Bell, Fort Washington, Willow Grove/Horsham, and the Willow Grove Naval Air Station/Horsham. The local municipalities will be asked to assist with the conceptual plans for redevelopment of these office parks.

Conceptual plans of interchange improvements or internal or area circulation changes will also be developed. In Fiscal Year 2014, DVRPC will work with the Technical Committee to create four scenarios that include development changes and additional slip ramps at groups of office parks. These scenarios will be compared with one another and with a do-nothing scenario to assess their relative impacts on employment growth; Turnpike volumes, congestion, and revenue; local road congestion; and transit ridership. Based on the outcome of the three scenarios, a fourth scenario, consisting of the best improvements, will be created and simulated. Traffic projections based on alternative land uses and new Turnpike interchanges will be prepared. DVRPC activities in FY15 will depend on needs at that time, but w

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	TOLL													
STUD	STU		150											
		0	150	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			150	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102215**    **8th Street RR Xing Lights**

**LIMITS** Between intersection of North Valley Forge Road and Moyers Road.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Lansdale Borough

AQ Code:S1

**PLANNING AREA:** Developed Community

DOD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:**

Installation of railroad crossing lights at the 8th Street railroad grade crossing in Lansdale Borough, Montgomery County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	RRX		155											
		0	155	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			155	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 102298**    **Towamencin Township Signal System Modernization(ARLE 4)**

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Towamencin Township

AQ Code:NRS

**PLANNING AREA:** Growing Suburb

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to replace the existing Econolite Aries system with a centralized Centracs system, upgraded controller timer units, and Ethernet switches along Sumneytown Pike, Valley Forge Road, Allentown Road, and Forty Foot Road in Towamencin Township, which will directly connect the township's system to PennDOT.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$180,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		180											
		0	180	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			180	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102376 SR 0611 Resurfacing MontCo**

**New**

**LIMITS** SR 0611 from Philadelphia County Line to Bucks County Line

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Abington Township; Cheltenham Township; Horsham Township; Jenkintown Borough; Upper M

AQ Code:S10

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

22 total segment miles of road resurfacing from Philadelphia County line to Bucks County line (Cheltenham Twp, Jenkintown Boro, Abington, Upper Moreland, & Horsham Twps) in Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		20										
CON	S581			7,480									
		0	20	7,480	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>7,500</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 102377 SR0232 Resurfacing MontCo**

**New**

**LIMITS** Huntingdon Pike (SR 0232) from Rockledge Boro line to SR 0063 in Rockledge Boro

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Abington Township; Horsham Township; Rockledge Borough; Upper Moreland Township

AQ Code:S10

**PLANNING AREA:** Developed Community; Growing Suburb

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

6 total segment miles of road resurfacing of Huntingdon Pike (SR 0232) from Rockledge Boro line to SR 0063 in Rockledge Boro, Abington, Upper Moreland, and Horsham Twps in Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	S581		2										
CON	S581		723										
CON	S581			1,100									
		0	725	1,100	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>1,825</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102836** *Walk and Bike Pottstown Phase 1 & 2*

**LIMITS** No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Pottstown Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD:

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

Pottstown has a bike lane 1.3 miles in length on the borough's main street (High Street), but does not extend for entire length of High Street. For this reason, the project will conduct the following:

Phase 1: Construct the extension of High Street bike lanes to Roland Street and then along Roland Street to Jackson Street, where a two-way bicycle lane will be created on the Jackson Street ROW, separated from traffic lanes by a 5-ft wide bioswale. Major roadway crossings are proposed to be improved as well. This phase will improve critical connections on the higher speed, higher volume roadways to improve safety for active transportation in the Borough.

Phase 2: Construct extensive restriping project and one way roadway conversion project in order to finalize the remaining bike route system in the Borough of Pottstown

This project will also connect to The Circuit, but it is not a trail project.

\$1,000,000 regional Transportation Alternatives Program (TAP) funding was awarded in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			0	<b>Total FY2017-2020</b>			0	<b>Total FY2021-2024</b>			0

**MPMS# 102837** *Liberty Bell Trail Connection*

**LIMITS** No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Lansdale Borough AQ Code:A2

**PLANNING AREA:** Developed Community DOD:

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

The project will create a multiuse trail connecting Madison Development with the proposed Andale Green residential development. Sections will include a direct connection from the proposed skate park through the Madison Lot Development, across Main Street to the future SEPTA bus stop on Railroad Avenue, extend along Railroad Avenue to the new Municipal Complex, extend across Broad Street to a signalized track crossing of the Stoney Creek branch to the proposed Andale Green residential development.

This project was awarded \$635,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			0	<b>Total FY2017-2020</b>			0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Montgomery	\$75,735	\$135,353	\$74,053	\$95,126	\$380,267	\$348,072	\$123,194

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 16737 I-476 Reconstruction, Chemical Rd. to I-76 (RES) SR:0476

LIMITS Chemical Rd. to I-76, Schuylkill Exp.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Merion Township; Plymouth Township; West Conshohocken Borough

AQ Code:S10

PLANNING AREA: Developed Community

DOD:

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B, 2C

The funds in this project are due to Accrued Unbilled Costs.

This project (Section RES) involves the design and total reconstruction of the northbound and southbound lanes of I-476 between I-76 (the Schuylkill Expressway) and I-276 (the Pennsylvania Turnpike Mid-County Interchange), a distance of 3.5 miles.

No additional travel lanes will be provided and widening will be limited to increasing shoulder widths to meet current standards. Included with the project is the removal and replacement of the existing pavement, sinkhole remediation, extending acceleration and deceleration ramp lengths, drainage and guide rail upgrades, and the deployment of additional ITS devices and communications equipment. The project includes the structural rehabilitation of 9 bridges:

eight dual mainline structures and one overhead bridge. The mainline bridges will not be widened.

Construction costs for this project includes the Schuylkill River bridge rehabilitation. Also see MPMS #80479 in the DVRPC Regional TIP. Total roadway construction estimate is \$112 million.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	IM	360												
PE	581	40												
FD	IM	360												
FD	581	40												
CON	IM	350												
CON	581	39												
CON	NHPP		54											
CON	581		6											
		1,189	60	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,249	Total FY2017-2020				0	Total FY2021-2024			0

Total For Montgomery	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$1,189	\$60	\$0	\$0	\$1,249	\$0	\$0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 16987** *Passyunk Avenue (Signals)*

**LIMITS** Broad St. to 63rd St.

Actl Let Date: 8/4/2011

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2015M

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 3A, 6B, 6C

A total of 14 intersections will be modernized between 15th St. and 63rd St., including coordination with recently upgraded locations at Broad and McKean Streets and at Vare Ave. and I-76.

Sections of this project between Broad and 23rd, and 61st and 63rd Streets are rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	3,860												
		3,860	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,860	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 17408** *Rhawn Street (Bridge) SR:1014*

**LIMITS** Over Conrail

No Let Date

**IMPROVEMENT**

**MUNICIPALITIES:** Philadelphia City

AQ Code:X

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

Funds account for Accrued Unbilled Costs

The existing two lane bridge with minimal shoulders and sidewalks on both sides will be replaced in kind.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO	24												
PE	185	6												
		30	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			30	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17464 *Holme Avenue Bridge Over Conrail SR:1016*

LIMITS Over Conrail (1 Track)

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Far-Northeast Philadelphia

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

The project involves the removal of an existing concrete encased steel I-beam structure and the construction of a prestressed concrete spread box beam bridge over the Bustleton Branch of Conrail. The proposed bridge is to be constructed along the existing alignment. Also involved is the reconstruction of the existing roadway approaches, curbs and sidewalks, drainage improvements, and utility relocation.

A drainage easement improvement, consisting of the relocation of the storm drain to the north side of Holme Avenue with outfall to Wooden Bridge Run within Pennypack Park, is to be used to replace the failed system located within the roadway. A rock outfall is to be utilized to prevent erosion at the relocated storm drain outfall.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	STU		360											
		0	360	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			360	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

New-B

LIMITS Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: TSS/SH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail lin on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	NHPP							237						
FD	185							58						
ROW	NHPP								104					
ROW	185								26					
CON	NHPP									1,537				
CON	185									384				
		0	0	0	0	0	0	295	130	1,921	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				425	Total FY2021-2024			1,921

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17622 Adams Avenue Bridge Over Tacony Creek SR:1002**

**LIMITS** Over Tacony Creek

Est Let Date: 2/16/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City; Near Northeast Philadelphia

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** EE/JMD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G

This project involves rehabilitating or replacing the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	665													
ROW	NHPP			359											
UTL	NHPP			359											
CON	NHPP			3,467											
		665	0	4,185	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			<b>4,850</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

**MPMS# 17655 Center City Traffic Systems (South) - Phase II SR:0291**

**LIMITS** South Street to Spring Garden Street

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Center City Philadelphia

AQ Code:2013M

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	CAQ	464													
		464	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2013-2016</b>			<b>464</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17659** *Harbison Avenue/Aramingo Avenue Safety Improvements (C048) SR:2009*

**LIMITS** I-95 to Roosevelt Boulevard

Actl Let Date: 4/29/2010

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City; Kensington; Near Northeast Philadelphia

AQ Code:2013M

**PLANNING AREA:** Core City

DOD: 6

**PROJECT MANAGER:** CONSTR

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ*	400											
		400	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>400</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 17697** *Island Avenue Signal Upgrade SR:3013*

**LIMITS** Woodland Avenue to Bartram Avenue

Est Let Date: 1/15/2015

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ			6,476									
CON	LOC			1,619									
		0	0	8,095	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>8,095</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS** Betsy Ross Bridge to Torresdale Ave.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:68

**MUNICIPALITIES:** Near Northeast Philadelphia

AQ Code:2040M

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

Construct an extension of Adams Ave. east of Tacony St. to connect to ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project (TIP #9151A) and provide a connection between Torresdale Ave. (east of Frankford Ave.) and I-95.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	581	30												
		30	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			30	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17816 Chestnut Street Bridges (4) at 30th Street SR:0003

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/24

Est Let Date: 4/3/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

This project involves rehabilitating or replacing 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.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO	64											
PE	185	16											
FD	BOO	2,035											
FD	185	509											
FD	NHPP		1,550										
FD	185		388										
FD	NHPP			1,550									
FD	185			387									
ROW	NHPP			990									
ROW	185			248									
UTL	916				3,826								
CON	STP					8,515							
CON	STU					14,070							
CON	916					12,090							
CON	STU						18,743						
CON	916						10,254						
CON	916							12,347					
CON	STU								20,928				
		2,624	1,938	3,175	3,826	0	34,675	28,997	12,347	20,928	0	0	0
		Total FY2013-2016		11,563		Total FY2017-2020		76,019		Total FY2021-2024		20,928	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17821** *I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095*

**LIMITS** Shackamaxon Street to Ann Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** EE/

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686), 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO*	3,950											
FD	BOO*	1,000											
FD	SPK-FB	8,762											
FD	SPK-NHS	3,344											
FD	SPK-NHPP		11,662										
FD	NHPP		5,669										
FD	185		1,416										
FD	NHPP			5,587									
FD	SPK-FB			4,851									
FD	SPK-NHS			4,851									
FD	581			320									
FD	185			1,077									
FD	SPK-NHPP				3,688								
		<b>17,056</b>	<b>18,747</b>	<b>16,686</b>	<b>3,688</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 FY2013-2016</b>		<b>56,177</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 17829 52nd/Lancaster Ave. Enhancements SR:0030

**LIMITS** No Let Date  
**IMPROVEMENT** Streetscape  
**MUNICIPALITIES:** Philadelphia City AQ Code:R6  
**PLANNING AREA:** Core City DOD:  
**PROJECT MANAGER:** TWB/VLF **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 7A

Project elements to include, but not limited to, streetscape improvements such as upgrading signage, installing bus shelters, constructing bus pull in/pull out lanes, traffic management striping, and improved signalization.

This project location is included in Philadelphia's Bike Network and is rated BL (Lancaster has a formal Bike Lane).

Earmark ID - PA# 157 - \$1,285,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	1,285												
CON	LOC	167												
		1,452	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,452	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 46956 North Delaware Avenue Extension SR:0000

LIMITS Lewis Street to Buckius Street

Est Let Date: 1/16/2014

IMPROVEMENT Roadway New Capacity

LRPID:66

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: AECOM/PS

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

A new roadway and a new bridge across Frankford Creek will be constructed. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street where it currently ends and 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, sponsored by the Delaware River City Corporation. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time:

- The Bridesburg Section 1 (MPMS #79830 ) from Lewis St. and Delaware Ave. to Carver St.
- The Wissinoming / Tacony Section 2 (MPMS #61712) from Old Frankford Creek to Princeton Ave. (Tacony Boat Ramp) along the center line of the former Kensington and Tacony Rail line.
- The Holmesburg Section 3 (MPMS #79832) from Princeton Ave. to Pleasant Hill Park (Linden Ave. Boat Ramp) along the river's edge crossing Pennypack Creek.
- The Torresdale Section 4 (MPMS #79833) from Linden Ave. to Grant Ave. on State Rd.

MPMS#90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding. Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	4,666											
CON	LOC	859											
CON	SXF		3,437										
CON	LOC		859										
CON	STU			1,583									
CON	LOC			397									
		<b>5,525</b>	<b>4,296</b>	<b>1,980</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 FY2013-2016</b>		<b>11,801</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS 26th Street, Penrose Avenue to Broad Street

Est Let Date: 5/15/2015

IMPROVEMENT Roadway New Capacity

LRPID:67

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. Langely Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SXF		25											
PE	FLAP		300											
PE	LOC		6											
PE	LOC		75											
FD	SXF	525												
FD	LOC	132												
ROW	SXF	44												
ROW	LOC	11												
UTL	SXF	898												
UTL	LOC	224												
CON	FLAP		700											
CON	LOC		175											
CON	SXF			5,400										
CON	LOC			1,350										
		1,834	1,281	6,750	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			9,865	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 48193**      **Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003**

**LIMITS** Over SEPTA R8 Rail Line (South of Germantown Avenue)

Est Let Date: 6/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** TSS/DMB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work.

The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety.

There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	916		691											
UTL	916		632											
CON	916			3,105										
CON	916				1,600									
		0	1,323	3,105	1,600	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>6,028</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 48195 *Tyson Avenue Signal Improvement*

LIMITS Rising Sun Avenue to Torresdale Avenue

Est Let Date: 1/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 4B, 5G

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		563										
CON	TOLL												
CON	LOC		742										
CON	TOLL												
CON	CAQ				205								
CON	CAQ					2,200							
		0	1,305	0	205	2,200	0	0	0	0	0	0	0
		Total FY2013-2016		1,510		Total FY2017-2020			2,200		Total FY2021-2024		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301

LIMITS Over Amtrak's Harrisburg Line

Est Let Date: 3/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7A

This project is the complete reconstruction of a 3 span , concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR . It will also include utility , railroad electrification , approach paving, retaining wall reconstruction and miscellaneous work . The new bridge will be a 2 span steel girder bridge atop new reinforced concrete pier and abutments . The bicycle and pedestrian checklists will be incorporated into the project.

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOF		1,748										
UTL	179A		437										
CON	BOF		3,830										
CON	179A		958										
CON	BOF												
CON	179A			988									
CON	BOF				3,950								
CON	179A				988								
CON	BOF					4,070							
CON	179					30							
		0	6,973	988	4,938	4,100	0	0	0	0	0	0	0
		Total FY2013-2016		12,899		Total FY2017-2020		4,100		Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

Est Let Date: 2/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .

The existing bridge was built in 1913 , has a Sufficiency Rating of 31.7 and is posted for a weight limit of 10 Tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOO	2,549											
UTL	183	487											
UTL	LOC	150											
CON	BOF				3,400								
CON	179A				850								
CON	BOF					3,400							
CON	183					638							
CON	LOC					212							
CON	BOF						3,400						
CON	183						638						
CON	LOC						212						
		3,186	0	0	4,250	4,250	4,250	0	0	0	0	0	0
		Total FY2013-2016			7,436	Total FY2017-2020			8,500	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 57893** *Lehigh Avenue East Signal Modernization SR:2014*

**LIMITS** Richmond Street to Broad Street

Actl Let Date: 6/23/2011

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Kensington; Lower North Philadelphia; Upper North Philadelphia

AQ Code:2013M

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 4B, 14A

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.

Funds in FY2013 Account for Accrued Unbilled Costs

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	564												
CON	LOC	141												
		<b>705</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 FY2013-2016</b>			<b>705</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 57894** *Stenton Avenue and Godfrey Avenue Signal Modernization*

**LIMITS** Paper Mill Road to Broad Street and Broad Street t

Est Let Date: 11/29/2012

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City; Germantown-Chestnut Hill

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 14A, 15A, 15B

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work on Stenton Avenue between Paper Mill Road and Broad Street, and on Godfrey Avenue between Broad Street and Front Street.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) on Godfrey Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	3,882												
CON	LOC	400												
CON	CAQ		1,643											
CON	LOC		411											
CON	CAQ				1,000									
CON	LOC				250									
		<b>4,282</b>	<b>2,054</b>	<b>0</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>Total FY2013-2016</b>			<b>7,586</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 57897** *Haverford Avenue Signal Modernization*

**LIMITS** 40th Street to City Avenue

Est Let Date: 2/5/2014

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** West Philadelphia

AQ Code:2025M

**PLANNING AREA:**

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 5F, 7A

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		3,568											
CON	LOC		892											
CON	CAQ			4,808										
CON	LOC			1,202										
		0	4,460	6,010	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>10,470</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 57901** *Lincoln Drive (3R)*

**LIMITS** Ridge Avenue to Wayne Avenue

Est Let Date: 4/15/2015

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G, 15A

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU		380											
PE	STP		60											
PE	LOC		80											
FD	STU	240												
FD	LOC	60												
CON	NHPP			3,246										
CON	LOC			811										
CON	NHPP					3,246								
CON	LOC					811								
		300	520	4,057	0	4,057	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>4,877</b>		<b>Total FY2017-2020</b>			<b>4,057</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 57902** *City Wide 3R Betterments*

**LIMITS** City-wide

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/

**CMP:** Not SOV Capacity Adding

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

Bike lanes will be included as the road widths allow.

See MPMS#91837 for CW103B package.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
CON	STU		1,800																	
CON	LOC		700																	
		0	2,500	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>2,500</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 57904** *PA 291, Platt Bridge Over Schuylkill River SR:0291*

**LIMITS** Over Schuylkill River

Actl Let Date: 3/3/2011

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 0

**PROJECT MANAGER:** Gannett/VAG

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 6B

The project proposes to rehabilitate the existing structure and improve the north-bound ramp merge with the I-95 east-bound ramp to the south of the bridge. The bridge is a total length of 8,780 feet. The proposed rehabilitation includes deck joint repair, pier structure concrete repair, guiderail repair, impact attenuator replacement, pedestrian railing repair, and deck slab concrete repair. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024							
CON	BOO	4,000																		
CON	185	1,000																		
CON	NHPP		4,000																	
CON	185		1,000																	
		5,000	5,000	0	0	0	0	0	0	0	0	0	0							
<b>Total FY2013-2016</b>		<b>10,000</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 61712** North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item

**LIMITS** North Delaware Riverfront

Est Let Date: 4/24/2014

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4B

The Delaware River City Corporation is the sponsor of a multi-use trail (aka "North Delaware River Greenway and Trail, North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting of 4 main sections, the overall trail is approximately 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, to be broken out to separate MPMS#'s at the appropriate time.

MPMS #79830 - The Bridesburg Section is approximately 2 miles long, begins at Lewis Street and Delaware Avenue and runs north along the rivers edge crossing both the New and Old Frankford Creeks, to Carver Street (Arsenal Boat Ramp). A portion of this trail section will be constructed when Delaware Avenue is extended from Lewis Street to Orthodox Street.

MPMS #61712 - The Wissinoming / Tacony Section is approximately 2 miles long, begins at the Old Frankford Creek and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park to Princeton Avenue (Tacony Boat Ramp). This section includes a connection to Tacony Street at the Arsenal Boat Ramp.

MPMS #79832 - The Holmesburg Section is approximately 4 miles long, begins at Princeton Avenue and runs north along the river's edge crossing Pennypack Creek. This trail section will pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). The section between Rhawn Street and Pennypack Creek is completed.

MPMS #79833 - The Torresdale Section would be approximately 1 mile long. The course of the trail is to be determined. As a short term measure bike lanes will be painted on State Road from Linden Avenue to Grant Avenue.

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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	SXF	75											
FD	TOLL												
CON	SXF	3,431											
CON	TOLL												
CON	SXF		3,190										
CON	TOLL												
CON	CAQ			1,000									
CON	TOLL												
		<b>3,506</b>	<b>3,190</b>	<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>Total FY2013-2016</b>		<b>7,696</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 61714** *Manayunk Canal Restoration*

**LIMITS** Manayunk Canal

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD: 0

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3B

Improvements for historic restoration of portions of the sluice house and improvements to locks #68, 69, and 70.

In the spring of 2000 this project was recommended for \$454,000 TE funding through the Transportation Enhancements Program. \$454,000 will be drawn from MPMS #64984 at the appropriate time. Project was to include \$214,000 TE for FD. \$54,000 Local for FD.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>					0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 61717** *Fairmount Water Works Dock (TE)*

**LIMITS** At Fairmount Water Works

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD: 3

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>					0	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 62694** *Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019*

**LIMITS** Over Schuylkill River

Est Let Date: 10/15/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 0

**PROJECT MANAGER:** Gannett/PTL

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	250												
FD	185		424											
ROW	916	200												
UTL	916	100												
CON	916			11,209										
CON	916				250									
CON	916					359								
		<b>550</b>	<b>424</b>	<b>11,209</b>	<b>250</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2013-2016</b>			<b>12,433</b>		<b>Total FY2017-2020</b>			<b>359</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 62717** *Lehigh Avenue West Signal Modernization SR:2014*

**LIMITS** Ridge Avenue to Broad Street

Est Let Date: 8/23/2012

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Lower North Philadelphia; Upper North Philadelphia

AQ Code:2015M

**PLANNING AREA:**

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 14A, 15A

Signal modernization (18 intersections), minor roadway improvements, pavement markings and related work. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	CAQ*	139												
		<b>139</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 FY2013-2016</b>			<b>139</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 64844**      **30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012**

**LIMITS** Over Amtrak's Northeast Corridor Rail Lines, 30th

Actl Let Date: 9/30/2010

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Philadelphia

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

This project involves the rehabilitation of complex structures around 30th Street Station and over Amtrak's Northeast Corridor rail lines in the City of Philadelphia. There are six structures within the project limits. The work area includes Market Street and Little Market Street (S.R. 3010 and S.R. 3026), Arch Street (S.R. 3030), and Chestnut (S.R. 0003) between 30th Street and Schuylkill Avenue West. It also includes 30th St. Street (S.R. 3026) between Arch Street and Market Street. The roadways around the station are built on a structure to accommodate the railroad tracks (AMTRAK, SEPTA) and highway (I-76, Schuylkill Expressway) that pass underneath. Also, no changes to the horizontal or vertical geometry or clearances are anticipated. This affected section of Market Street is on the NHS.

The purpose of the project is to maintain and enhance safe and efficient transit to serve the existing and future transportation needs associated with the highly urban center of Philadelphia, PA. Areas of structural deterioration include deck joints, structural members with corrosion and fatigue cracks, and road deck calcification. Painting of existing structural steel is included. Extensive coordination with Amtrak is required for the substructure repairs between the tracks. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, surface improvements have previously been completed under a separate project and this project will only address rehabilitation of the substructures for these structures.

Traffic will be maintained during construction using staged construction methods. The deck configuration for the Market, Little Market and Chestnut Street structures entails a sub-deck as part of the encasement of the steel substructure. Membrane waterproofing and a concrete protective layer are on top of the sub-deck. Above the concrete protective layer is varying height fill, a level of concrete and a bituminous overlay. The project only entails milling and overlaying the bituminous in the roadway with full depth replacement at the joints and sidewalks.

The project is located in a rolling urban setting with a variety of industrial, commercial, and transportation land uses immediately adjacent to the project area. The area has a high level of pedestrian traffic to and from 30th Street Station and public bus stops. For Market and Little Market Streets, pedestrian enhancements will be incorporated as part of the City of Philadelphia's planned "Station Square" concept between 30th Street Station and the IRS Building (formerly housing the Post Office).

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO	7,154											
CON	185	1,789											
CON	NHPP		2,452										
CON	185		613										
		<b>8,943</b>	<b>3,065</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 FY2013-2016</b>		<b>12,008</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

**MPMS# 65915** *Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)*

**LIMITS** 22nd Street to 27th Street

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** TWB/VLF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU		960										
		0	960	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		960		<b>Total FY2017-2020</b>				0			
						<b>Total FY2021-2024</b>				0			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 68067** *Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)*

**LIMITS** South Street Bridge/Boardwalk to Locust Street

ctl Let Date: 11/10/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** Gannett/SAN

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

Phase IIIB of the Schuylkill River Park Trail will consist of the proposed construction of an approximately 2,200-foot long boardwalk extension of the existing multi-use Schuylkill River Park Trail. The Schuylkill River Park Trail, administered by the Schuylkill River Development Corporation, is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River. The existing portion of the trail is entirely land-based and runs from Fairmount Water Works to a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. At its northern terminus, the Schuylkill River Park Trail connects to the Schuylkill River Trail, part of the Pennsylvania Greenway Plan. The Project proposes to extend the trail overland about 200' further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point, a multi-use boardwalk/bridge will be built over the river approximately 25' from and parallel to the existing riverbank bulkhead and run southward about 2,000' to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail, and the over-water portion will be an elevated boardwalk-type structure supported on river piers. The elevated trail section must be wide enough to accommodate motorized emergency and small maintenance vehicles (about 15').

As a result of the 2002 DVRPC competitive CMAQ Program, \$400,000 CMAQ funds 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,500												
CON	SXF	362												
CON	TOLL													
CON	CAQ		5,632											
CON	TOLL													
		1,862	5,632	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>7,494</b>		<b>Total FY2017-2020</b>				<b>0</b>			
											<b>Total FY2021-2024</b>			
											<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 68072** *PATCO Directional Signage, Philadelphia*

**LIMITS** Philadelphia PATCO Stations

Est Let Date: 4/25/2013

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:X11

**PLANNING AREA:** Core City

DOD:

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

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 10A, 14A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	134												
CON	LOC	34												
		168	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			168	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 69664** *Clarissa Street Bridge over Conrail SR:4007*

**LIMITS** Over Conrail

Actl Let Date: 3/31/2011

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Upper North Philadelphia

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** EE/MDH

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

The purpose of this project is to replace this bridge which has collision damage and several section losses.

The single span, 63'-long built up through girder bridge supported on concrete abutments dates to 1903 and is composed of 5 girders with the deepest being the fascia girders. The existing bridge upholds one lane for each approach of Clarissa Street and pedestrian walkways over Conrail, which is a single railroad track which runs north to south.

Replacement of the existing structure carrying Clarissa Street (S.R. 4007) over a Conrail line in the Nicetown-Tioga section of Philadelphia. It is anticipated that traffic will be detoured during construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes, 8' shoulders/bicycle lanes, 8' median and 12' sidewalks on both sides. The proposed conditions will include two travel lanes, shoulders/bicycle lanes, median and sidewalks on both sides.

Sufficiency Rating: 48.0

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO	1,125												
CON	TOLL													
CON	STP		210											
		1,125	210	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,335	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69828**      **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

**LIMITS** Over Schuylkill River and CSX Railroad

Est Let Date: 4/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Philadelphia; Center City Philadelphia

AQ Code:S19

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 7A, 10A

The project involves rehabilitating or replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involve the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	916		4,207										
CON	NHPP				6,239								
CON	185				1,559								
CON	NHPP					8,161							
CON	185					2,040							
CON	NHPP						8,161						
CON	185						2,040						
CON	NHPP							8,161					
CON	185							2,040					
CON	NHPP								1,922				
CON	185								481				
		0	4,207	0	7,798	10,201	10,201	10,201	2,403	0	0	0	0
		<b>Total FY2013-2016</b>		<b>12,005</b>		<b>Total FY2017-2020</b>			<b>33,006</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

LIMITS Over Wooden Bridge Run

Est Let Date: 5/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and R.C. overlay. The project should also include upgrades to the guiderail approaches.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	916	700													
ROW	916		300												
UTL	STU		240												
UTL	185		60												
CON	916			3,095											
		700	600	3,095	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,395	Total FY2017-2020				0	Total FY2021-2024				0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69913**      **Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

**LIMITS** Over Schuylkill River

Est Let Date: 11/6/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 0

**PROJECT MANAGER:** Gannett/CS

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) 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 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. The 3-span, 155'-long and 80'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls. 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185	371											
ROW	185		295										
ROW	185			251									
UTL	185			675									
CON	STP							16,468					
		<b>371</b>	<b>295</b>	<b>926</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>1,592</b>		<b>Total FY2017-2020</b>		<b>16,468</b>		<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69915** *Roosevelt Expressway (Twin Bridge) SR:0001*

**LIMITS** Over Schuylkill River

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** West Philadelphia; Upper North Philadelphia; Germantown-Chestnut Hill

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 5G

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHPP		1,100										
		0	1,100	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		1,100				<b>Total FY2017-2020</b>		0		<b>Total FY2021-2024</b>		0	

**MPMS# 70014** *Center City Signal Improvements (North) - Phase 3*

**LIMITS** Spring Garden Street to Market Street

Est Let Date: 6/16/2014

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** TWB/VLF

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 10A

This is the final phase of the city's efforts to install a computerized traffic signal system throughout Center City Philadelphia. This phase (CCSIP3) will expand the project into the northeast and northwest quadrants of Center City, with limits from Spring Garden Street to Market Street, between the Delaware and Schuylkill Rivers. See MPMS # 17579 for Phase 1, and MPMS #17655 for Phase 2.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		5,842										
CON	LOC		1,460										
CON	CAQ			5,842									
CON	LOC			1,460									
		0	7,302	7,302	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		14,604				<b>Total FY2017-2020</b>		0		<b>Total FY2021-2024</b>		0	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 70243**      *American Street Streetscape*

**LIMITS** Master Street to Indiana Street

Est Let Date: 3/15/2016

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X9

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** TWB/VLF

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14A

This is an industrial corridor with plentiful local truck traffic. Streetscape improvements including curbing, paving, crosswalks, traffic management, landscaping and 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	STU	85														
FD	LOC	21														
CON	STU					5,569										
CON	LOC					1,392										
		<b>106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2013-2016</b>				<b>106</b>		<b>Total FY2017-2020</b>				<b>6,961</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 71210**      *West Bank Greenway/Philadelphia Zoo Multipurpose Trail (TE) SR:0013*

**LIMITS** Along 34th Street and Zoological Drive, 34th Street

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2013-2016</b>				<b>0</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 72597** *Ben Franklin Bridge Philadelphia Operational Improvement*

**LIMITS** Vine Street, Benjamin Franklin Bridge to 9th Stree

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** AECOM/MG

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF													
FD	STU			412										
CON	SXF			250										
CON	STU				3,193									
		0	0	662	3,193	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>3,855</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 72793**      **Market Street Bridge Over Schuylkill River Enhancement (TE) SR:3010**

**LIMITS** Over Schuylkill River and Amtrak

ctl Let Date: 12/11/2008

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STU		275												
		0	275	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		275			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 72946**      **Citywide 3R ( 2006 Streets #101) SR:0000**

**LIMITS** City Wide

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

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

Funds for this project were drawn from the Citywide 3R Line item, MPMS #57902, and will be used for resurfacing the #101 contract 2006 set of city streets. See MPMS #71978 for the 2005 Phase V contract.

LET

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STU	721													
CON	LOC	181													
CON	TOLL														
CON	STU		181												
		902	181	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		1,083			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 73134 Gateway Revitalization/Torresdale Av Strscape Im Pr

**LIMITS**

Est Let Date: 3/28/2014

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 6

**PROJECT MANAGER:** TWB/VLF

**CMP:** Not SOV Capacity Adding

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

This project is a segment of many "Gateway Revitalization Projects" which include the revitalization of 12 major intersections into and out of Northeast Philadelphia, with boundaries ranging from Frankford Avenue to the West, the Delaware River to the East, Harbison Avenue to the South, Grant Avenue to the North, and the Torresdale Avenue Business District. The purpose of the "Gateway Revitalization Projects" is to assist in the beautification of neighborhoods and communities. These projects focus on a "Welcome" theme -- aesthetic improvements to major streets, highways, and business and residential districts in Northeast Philadelphia.

The Gateway Revitalization project was recommended in the spring of 2005 for funding through the HTSSRS/TE program. \$920,000 will be drawn down at the appropriate time.

The Torresdale Avenue Streetscape Improvement project will be completed in conjunction with the Major Artery Revitalization Committee (MARC). The project will include streetscape improvements; such as, pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Specifically, the project will be completed in three phases. The first phase will improve lightning throughout the area by installing new pedestrian lightning in the business district. Phase two will improve crosswalks throughout the corridor by enhancing the current design of the crosswalks from their current design to a honeycomb design, and phase three will consist of curb extensions for busy intersections, increased parking, and exterior improvement to the Tacony Library. Project funded by a SAFETEA-LU Earmark, (ID 3094; PA ID 496 ) - \$1Million

Phase 1 of this project was completed in 2009 using the \$500,000 Local funding provided by the Commercial Corridors Bond Program, and this serves as the local match for phase 2/3.

Phase 2 and 3 of this project will be completed as one construction contract.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	1,000												
CON	STE	920												
CON	CAQ	72												
CON	SXF		67											
		<b>1,992</b>	<b>67</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 FY2013-2016</b>			<b>2,059</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 73138 Woodland Ave. Streetscape HTSSRS

LIMITS University City

No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: DMJM/PS

CMP:

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. \$530,420 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	70												
CON	STP	31												
		101	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			101	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 74822** *North Delaware Avenue Extension Phase 2 Study*

**LIMITS** Buckius Street and a northerly point that will be identified as part of this study phase

No Let Date

**IMPROVEMENT** Roadway New Capacity

LRPID:66

**MUNICIPALITIES:** Philadelphia City

AQ Code:X1

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:**

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

Conduct a study to develop the next phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities between Buckius Street and the Poquessing Creek. The roadway is planned with amenities for bicycles and pedestrians for the North Delaware Avenue Greenway Trail. The road will also serve as an alternate route for local truck traffic accessing Interstate 95 from local industrial and commercial businesses. The study will also identify the trail alignment and identify right of way acquisitions in relation to adjacent land uses including former industrial sites, the Frankford Arsenal and the Pennsylvania Fish and Boat Commission boat launch site.

SAFETEA-LU earmark PA667 for \$1,002,341

Other recreational facilities associated with this project includes a \$15 million North Delaware River Greenway trail, sponsored by the Delaware River City Corporation. See MPMS #61712 for a full description of these sections which will be broken out to include individual projects at the appropriate time:

- The Bridesburg Section (MPMS #79830)
- The Wissinoming/Tacony section (MPMS #61712)
- The Holmesburg Section (MPMS #79832)
- The Torresdale Section (MPMS #79833)

MPMS# 90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding.

MPMS# 46956 (Phase 1) was advanced with earmarks PA 171, PA 511 and PA 289.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	SXF	400												
STUD	LOC	100												
		<b>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>0</b>	
		<b>Total FY2013-2016</b>			<b>500</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 74823 Philadelphia Zoo Intermodal Transportation Center**

**LIMITS** Vicinity of Philadelphia Zoo

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:**

AQ Code:2025O

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:** B. Sharp Pub Transit

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	SXF			120									
FD	LOC			41									
CON	SXF				3,000								
CON	LOC				950								
		0	0	161	3,950	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>4,111</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 74824** *Walnut Street Gateway Improvements (TIGER)*

**LIMITS** Walnut Street Bridge and Schuylkill Avenue

Actl Let Date: 7/21/2011

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:**

AQ Code:X9

**PLANNING AREA:**

DOD: 1

**PROJECT MANAGER:** AECOM/JD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	400												
CON	TOLL													
CON	TOLL													
CON	SXF		72											
		400	72	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			472	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 74828** *American Cities/Safe Routes to School - Phase 3*

**LIMITS** City-wide

Est Let Date: 4/15/2014

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S6

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/VLF

**CMP:** Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475.

Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	320												
FD	LOC	82												
CON	SXF	2,560												
CON	LOC	640												
		3,602	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			3,602	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 74841 PRPA Access Project

LIMITS South Philadelphia Port

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 3A, 4B, 4C

This project will enhance intermodal connectivity and traffic flow in the South Philadelphia port complex area, including the existing Piers 96/98/100 near Oregon Avenue, the Packer Avenue Marine Terminal, and the proposed Southport complex at the east end of the Navy Yard.

Improvements will focus on the Delaware Avenue east side service road south of Oregon Avenue, also locally known as "Old Delaware Avenue". To provide capacity for the existing and anticipated levels of traffic, this roadway will have pavement markings (striping) applied to provide two lanes directional from Oregon Avenue through to the dead end south of the Marine Terminal south gate (where the access roadway to the Southport complex will connect). Additional parking for employees will be provided in shoulder areas of the roadway between Oregon Avenue and former Packer Avenue and adjacent to the Marine Terminal south of former Packer Avenue within the existing roadway right-of-way.

A truck queuing area is proposed to utilize the existing drainage right-of-way on line of former Packer Avenue east of Old Delaware Avenue adjacent to the north edge of the Marine Terminal property. This would be paved, with spaces for approximately 30 trucks to be provided for a queuing area that would allow trucks waiting to enter the Marine Terminal to marshal and queue instead of doing so on the public street (usually Old Delaware Avenue). This would reduce traffic congestion on Old Delaware Avenue as well.

This work will be coordinated with the proposed traffic signal at the Columbus Boulevard/Delaware Avenue/former Packer Avenue intersection, which will go to construction under a separate effort.

The resurfacing of the entire segment of Old Delaware Avenue south of Oregon Avenue will be included in the project as the budget permits. Unused rail sidings will be removed in the segment between Oregon Avenue and former Packer Avenue if the sidings are abandoned.

This project is funded by two SAFETEA-LU Earmarks:

\$2,400,000 (PA ID# 314/FED ID# 02052)

\$500,000 (PA ID# 601/FED ID# 47912)

\$400,000 (PA ID# 643/FED ID# 48332)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOC			464										
ROW	SXF				300									
ROW	LOC				75									
UTL	SXF				700									
UTL	LOC				175									
CON	SXF				2,304									
CON	LOC				477									
		0	0	464	4,031	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,495	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 74859 City Wide 3R #102 Resurfacing

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

This project includes FAM resurfacing and base repairs, upgrade of all impacted Curb Ramps and cross walks to current federal standards, replacement of traffic signs to comply to federal mandate, and replacement of aluminum streetlight poles with nonconductive fiberglass at several locations: 33rd Street from Lancaster Avenue to Mantua Avenue (\$575,000); 5th Street from Godfrey Avenue to Cheltenham (\$1,120,000); 66th Avenue from 5th Street to 2nd Street (\$475,000); American Street from Hunting Park Avenue to Luzerne Street (\$345,000); 9th Street from Wyoming Avenue to Roosevelt Blvd (\$195,000); Luzerne Street from 5th Street to 9th Street (\$385,000); Sedgley Avenue from Erie Avenue to Allegheny Avenue (\$611,000); 44th Street from Baltimore Avenue to Market Street (\$390,000); 43rd Street from Baltimore Avenue to Powelton Avenue (\$430,000); Greene Street from Cheltenham Avenue to Manheim Street (\$490,000).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	125												
		125	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			125	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301

**LIMITS** Over SEPTA R8 Rail Line

Est Let Date: 1/2/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Germantown-Chestnut Hill

AQ Code:S19

**PLANNING AREA:**

DOD: 2

**PROJECT MANAGER:** TSS/GANNETT

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 15B

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	700												
FD	179	175												
UTL	BOO	233												
UTL	179	58												
UTL	BOF		407											
UTL	179		102											
UTL	BOF			120										
UTL	179			30										
CON	BOF		3,846											
CON	183		721											
CON	179		240											
		1,166	5,316	150	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,632	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 77452** *Manayunk Canal Restoration - Phase 3 (TE)*

**LIMITS** Manayunk Canal

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD: 1

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 15A

This Phase III project involves the restoration of Philadelphia's most significant surviving remnant of the once great Schuylkill Navigation system. It includes restoring water flow to the canal, improving the hydrology in the canal & providing stabilization of the historic Sluice House.

Design for this project was funded under MPMS #61714 through the TE Program.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STE		1,000												
CON	STU		1,000												
		0	2,000	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		2,000			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 77467** *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232*

**LIMITS** At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City; Rockledge Borough

AQ Code:X12

**PLANNING AREA:** Core City; Developed Community

DOD: 3

**PROJECT MANAGER:** AECOM/JD

**CMP:** Not SOV Capacity Adding

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

Phases 1 was funded under MPMS# 71211 and Phase 2 was funded under MPMS #73011.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	TAP		500												
		0	500	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		500			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2**

**LIMITS** Vicinity of Philadelphia District Schools

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/MW

**CMP:** Not SOV Capacity Adding

Installation of bumpouts and related safety improvements in school zones throughout the City of Philadelphia.

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU													
			1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>1,000</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 77478 Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)**

**LIMITS** South Street Bridge to Bartram's Garden

Actl Let Date: 2/4/2010

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

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 TE Program. \$1,000,000 will be drawn from Statewide TE Line Item at the appropriate time.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU													
		21												
		21	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>21</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 77479** *Roxborough Streetscape Improvements (HTSSRS) SR:3009*

**LIMITS** Ridge Avenue, South of Osborne Street to South of

Actl Let Date: 5/12/2011

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Roxborough-Manayunk

AQ Code:X12

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** AECOM/JD

**CMP:** Not SOV Capacity Adding

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 Home Town Streets 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	STE	150				0				0						
		150	0	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		150			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>			0

**MPMS# 77485** *Mill Creek Safe Routes to School (TE)*

**LIMITS** 43rd Street/48th Street/Brown Street/Fairmount Ave

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** AECOM/JD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7A

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 Safe Routes to School Program. \$1,125,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	STE	0				0				0						
		0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		0			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>			0



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 78758 *JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets*

LIMITS Over 21st Street/22nd Street/23rd Street

Est Let Date: 3/13/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 4

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves the superstructure replacement or rehabilitation of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace or rehabilitate the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements.

This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street)

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	916	436											
FD	916		593										
FD	916			500									
ROW	581		250										
ROW	916			150									
UTL	581		250										
UTL	916		100										
CON	916			1,624									
CON	916				2,040								
CON	916					4,164							
		436	1,193	2,274	2,040	4,164	0	0	0	0	0	0	0
		Total FY2013-2016			5,943	Total FY2017-2020			4,164	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 78764 W Girard Ave O/CSX (Bridge)

New-B

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TSS/SH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	NHPP							39						
FD	185							10						
ROW	NHPP								40					
ROW	185								10					
CON	NHPP									843				
CON	185									211				
		0	0	0	0	0	0	49	50	1,054	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			99	Total FY2021-2024			1,054

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 79686** *I-95, Columbia Street to Ann Street (GR1)*

**LIMITS** Columbia Street to Ann Street

Actl Let Date: 7/28/2011

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 5

**PROJECT MANAGER:** EE/

**CMP:** Minor SOV Capacity

Adding Subcorr(s): 4B

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

This project is a breakout of MPMS# 17821 (GIR).

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

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	NHS	3,000											
CON	NHS*	5,000											
CON	SXF	7,544											
CON	NHPP*		5,000										
CON	SXF		400										
CON	SXF			3,100									
		<b>15,544</b>	<b>5,400</b>	<b>3,100</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>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		24,044				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 79743** *Logan Square, 20th/Winter/Parkway Improvements*

**LIMITS** At Logan square/20th Street/Benjamin Franklin Park

Est Let Date: 6/5/2015

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X12

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ				1,000								
CON	LOC				250								
CON	CAQ					1,087							
CON	LOC					272							
		0	0	0	1,250	1,359	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			<b>1,250</b>	<b>Total FY2017-2020</b>			<b>1,359</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 79833** *North Delaware Riverfront Greenway project, Sec 4*

**LIMITS** Pennypack Cr - Linden Ave

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail/ Baxter"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 4 is approximately two miles long. The trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

**BREAK INTO 4 SEPARATE PROJECTS**

MPMS #90482 and 46956 - Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail

Funding made available for the 4 sections:

CON \$500,000 TE W/ TOLL CREDIT from 2000 TE Selection Round, funds to be drawn down from MPMS #64984

Section 115 - \$750,000

SAFETEA DEMO #363, PA ID #671 - \$500,000

SAFETEA DEMO #4805, PA ID #615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID # - \$8 MILLION

TIGER FUNDING – \$1.76 Million for Section 1 only (MPMS# 90482) This funding has already been obligated.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TOLL												
CON	SXF		5,882										
CON	LOC		250										
		0	6,132	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>6,132</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 80054** *Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3*

**LIMITS** Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon

Est Let Date: 6/5/2015

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:138

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 4

**PROJECT MANAGER:** AECOM/MG

**CMP:** Not SOV Capacity Adding

g Subcorr(s): 3A, 4B, 7A, 10A, 14A

This project involves rehabilitating or replacing two superstructures over I-676 in the City of Philadelphia and is the first phase of the three Vine Street Bridge contracts to advance to construction. 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 three of a three part breakout of MPMS# 80054. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge will have funding contributions from MPMS# 79473 and 85059 respectively.

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 MPMS# 88767, 88768, and 80054. 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 \$215 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, 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. Separate construction projects for the Spring Garden Street structures have been broken out to new MPMS# 90096 and MPMS# 90096.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	183	2,600												
FD	NHPP		1,346											
FD	916		721											
FD	183		336											
ROW	NHPP					368								
ROW	916					197								
ROW	183					92								
UTL	NHPP						758							
UTL	183						190							
UTL	916						406							
CON	916					15,000								
CON	916						7,000							
CON	916							10,000						
CON	916								9,000					
CON	916									14,000				
CON	916										10,000			
CON	185											12,000		
CON	916												1,500	
		<b>2,600</b>	<b>2,403</b>	<b>0</b>	<b>0</b>	<b>15,657</b>	<b>8,354</b>	<b>10,000</b>	<b>9,000</b>	<b>14,000</b>	<b>10,000</b>	<b>12,000</b>	<b>1,500</b>	
<b>Total FY2013-2016</b>		<b>5,003</b>			<b>Total FY2017-2020</b>				<b>43,011</b>			<b>Total FY2021-2024</b>		<b>37,500</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 80055** *Holme Avenue Bridges (2) Over Roosevelt Boulevard*

**LIMITS** Over Roosevelt Boulevard at Pennypack Circle

Est Let Date: 3/14/2013

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 1

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G, 5H

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.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916		135											
ROW	916	583												
UTL	916	583												
CON	581		13,075											
CON	581			3,942										
		<b>1,166</b>	<b>13,210</b>	<b>3,942</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 FY2013-2016</b>			<b>18,318</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 80104** *Henry Ave Corridor Safety Improvements SR:3009*

**LIMITS** Philadelphia

Est Let Date: 5/5/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S6

**PLANNING AREA:** Core City

DOD: 1

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 15A

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. Construction (\$2,000,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	HSIP	928											
PE	TOLL												
PE	TOLL												
PE	HSIP		734										
		928	734	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>1,662</b>		<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			

**MPMS# 81584** *Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)*

**LIMITS** Over CSX Railroad in the vicinity of Locust Street

Actl Let Date: 5/12/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** AECOM/CC

**CMP:**

This project will improve access to the Schuylkill Banks Park. Project includes the construction of an ADA accessible pedestrian bridge, connecting Schuylkill River Park and Schuylkill Banks Park.

This project was awarded \$1,000,000 Statewide Discretionary TE funds in January, 2009.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$4.4 million (CTDG noted below) has been combined with \$1 million Discretionary TE for a \$5.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		808										
		0	808	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>808</b>		<b>Total FY2017-2020</b>				<b>0</b>			
										<b>Total FY2021-2024</b>			
										<b>0</b>			



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 83736** *Roosevelt Blvd over Wayne Junction (WAV)*

**LIMITS** Over Wayne Junction

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:137

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** Gannett/VAG

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Construction of this project is estimated at \$60,000,000 - \$70,000,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185	2,500												
CON	STU										3,202			
CON	STU											32,540		
CON	STP												10,000	
CON	STU												32,540	
		<b>2,500</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>3,202</b>	<b>32,540</b>	<b>42,540</b>	
		<b>Total FY2013-2016</b>			<b>2,500</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>78,282</b>

**MPMS# 84649** *Parkway Streetscape Improvements*

**LIMITS** 16th Street to Eakins Oval

Est Let Date: 8/29/2013

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X12

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** AECOM/PS

**CMP:** 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHPP		3,890											
CON	LOC		400											
		<b>0</b>	<b>4,290</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 FY2013-2016</b>			<b>4,290</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 85059**      *Shakespeare Park Renovation*

**LIMITS** Between Vine Street/Benjamin Franklin Parkway/19th

Est Let Date: 6/15/2015

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X9

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU			563										
CON	LOC			1,647										
		0	0	2,210	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,210	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 85415**      *Olney Ave Safety Improvements*

**LIMITS**

Est Let Date: 4/7/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:**

AQ Code:S6

**PLANNING AREA:**

DOD: 6

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia. Construction (\$3,670,000 estimate) will be drawn from MPMS#57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP		328											
PE	TOLL													
FD	TOLL													
FD	HSIP	728												
UTL	TOLL													
UTL	HSIP		450											
		728	778	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,506	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 85417** *Allegheny Avenue Safety Improvements*

**LIMITS** Ridge Ave to Aramingo Ave

Est Let Date: 1/16/2017

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 6

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4B, 14A, 15A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP*	500												
PE	HSIP	650												
PE	TOLL													
PE	HSIP		300											
PE	TOLL													
FD	HSIP	750												
FD	TOLL													
FD	HSIP		150											
UTL	HSIP		450											
CON	HSIP				3,510									
CON	TOLL													
		<b>1,900</b>	<b>900</b>	<b>0</b>	<b>3,510</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 FY2013-2016</b>			<b>6,310</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 85419** *Erie Av: Broad St. - K St*

**New-B**

**LIMITS** Erie Av: Broad St - K St

Est Let Date: 10/8/2015

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S6

**PLANNING AREA:** Core City

DOD: 6

**PROJECT MANAGER:** Gannett/BPM

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 5G, 14A

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. Construction (\$2,721,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP	318												
PE	TOLL													
FD	HSIP	350												
FD	TOLL													
UTL	TOLL													
UTL	HSIP		475											
		<b>668</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>0</b>	
		<b>Total FY2013-2016</b>			<b>1,143</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 86492 Center City Resurfacing - #105 (3R)

LIMITS south east quadrant of Center City Philadelphia

ctl Let Date: 12/10/2009

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	46											
CON	LOC	12											
CON	STU		1,079										
CON	LOC		270										
CON	STU			1,125									
CON	LOC			282									
		58	1,349	1,407	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>				<b>2,814</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 87101**      **10th & Berks Street (PCTI) - Round 1**

**LIMITS** 10th and Berks Street

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

Temple University Station Access Enhancements - This project will reconstruct sidewalks and provide pedestrian enhancements and lighting along 10th and Berks Streets past the Temple Regional Rail station to the corner of Germantown Avenue. Improvements include reconstructed sidewalks and curb ramps, the planting of street trees, and the installation of pedestrian oriented lighting along a six block (1,950 feet) portion of Berks Street on which the regional rail station fronts. By enhancing Berks Street as a high quality pedestrian corridor, the City hopes to facilitate redevelopment and restoration activities in the neighboring blocks.

This project was awarded \$2,480,000 in Pennsylvania Community Transportation Initiative (PCTI) funding in May of 2009.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	374												
		374	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			374		<b>Total FY2017-2020</b>			0		<b>Total FY2021-2024</b>		0

**MPMS# 87107**      **School District of Philadelphia Improvement (SRTSF) - Round 1**

**LIMITS** Vicinity of Philadelphia District Schools

Est Let Date: 6/15/2015

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** EE/DVRPC/JPB

**CMP:** Not SOV Capacity Adding

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school.

The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. 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 federal Safe Routes to School (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SRTSF	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,000		<b>Total FY2017-2020</b>			0		<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 87124** *Sister Cities Plaza Renovation - Phase I*

**LIMITS** Between 18th Street/Benjamin Franklin Parkway/Vine

Actl Let Date: 5/26/2011

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X9

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** AECOM/PS

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 87937** *Avenue of the Arts Revitalization and Streetscape (TCSP)*

**LIMITS** North Broad Street, City Hall to Glenwood Avenue

No Let Date

**IMPROVEMENT** Streetscape

**MUNICIPALITIES:** Philadelphia City

AQ Code:X9

**PLANNING AREA:** Core City

DOD: 6

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	445												
CON	581ED	5,000												
CON	LOC	8,000												
		13,445	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			13,445	Total FY2017-2020				0	Total FY2021-2024			0

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 7/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STP						590							
PE	185						148							
FD	STP							608						
FD	183							152						
ROW	STP								104					
ROW	183								26					
UTL	STP									323				
UTL	183									81				
CON	STP										9,966			
CON	183										2,492			
		0	0	0	0	0	738	760	130	404	12,458	0	0	
		Total FY2013-2016				0	Total FY2017-2020			1,628	Total FY2021-2024			12,862

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 88767** *Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1*

**LIMITS** Over I-676 Expressway at 21st Street and 22nd Street

Est Let Date: 6/15/2015

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:138

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

This project involves rehabilitating or replacing two superstructures over I-676 in the City of Philadelphia and is the third of the three Vine Street Bridge contracts to advance to construction. 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. The improvements include superstructure replacement (or rehabilitation) 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 MPMS# 88767, 88768, and 80054. 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 \$215 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, 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. Separate construction projects for the Spring Garden Street structures have been broken out to new MPMS# 90096 and MPMS# 90096.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	1,867											
FD	183	467											
ROW	STU		365										
ROW	183		92										
UTL	STU		731										
UTL	183		183										
CON	BOF			6,266									
CON	183			825									
CON	BOF				6,266								
CON	183				1,565								
CON	BOF					6,266							
CON	183					2,305							
		<b>2,334</b>	<b>1,371</b>	<b>7,091</b>	<b>7,831</b>	<b>8,571</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>18,627</b>	<b>Total FY2017-2020</b>			<b>8,571</b>	<b>Total FY2021-2024</b>			<b>0</b>



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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 88768** *Bridges Over Vine Street Expressway (I-676) (PAC) - Part 2*

**LIMITS** Over I-676 Expressway at 18th Street/19th Street/Family Court Pedestrian Bridges

Est Let Date: 6/4/2014

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:138

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** AECOM/MG

**CMP:** Not SOV Capacity Adding

This project involves replacement of two superstructures and one pedestrian bridge over I-676 in the City of Philadelphia and is the second of the three Vine Street Bridge contracts to advance to construction. 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 MPMS# 80054. All existing structures to be reconstructed are non-composite prestressed concrete adjacent box beams with asphalt wearing surfaces supported by concrete abutments and a center concrete pier. 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 MPMS# 88767, 88768, and 80054. 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 \$215 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, 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. Separate construction projects for the Spring Garden Street structures have been broken out to new MPMS# 90096 and MPMS# 90096. An additional \$37,633,000 is programmed for construction in FY25 for this project, but does not appear in the financial records below as FY25 falls outside of the 12 year constrained FY13-FY24 time period.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	2,200											
FD	NHPP									1,763			
FD	916									4,448			
FD	183									441			
ROW	NHPP										462		
ROW	183										116		
ROW	916										1,157		
CON	NHPP											11,460	
CON	916											23,308	
CON	183											2,865	
CON	NHPP												11,460
CON	183												2,865
CON	916												23,308
CON	NHPP												
CON	916												
CON	183												
		2,200	0	0	0	0	0	0	0	6,652	1,735	37,633	37,633
		Total FY2013-2016			2,200	Total FY2017-2020			0	Total FY2021-2024		83,653	

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 89180 Philadelphia Art Museum Improvements

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:**

AQ Code:NRS

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

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 doc, new galleries, public and support spaces under the east courtyard, and the renovation of the existing galleries and public spaces. This project will prove 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	750												
CON	NHPP		258											
		750	258	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>1,008</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

MPMS# 90096 Spring Garden/Schuylkill (Bridge)

New-B

**LIMITS** City of Philadelphia, Spring Garden Street over Schuylkill River

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:138

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A

This project involves the rehabilitating or replacing the bridge carrying Spring Garden Street over the Schuylkill River in the City of Philadelphia. The work will be completed to accommodate the detour route needed for the replacement of the bridge superstructures over the I-676 Vine Street Expressway being completed under projects 88767, 88768, and 80054. The project will be constructed concurrently with 90097, Spring Garden Street over I-76, the Schuylkill Expressway.

SD bridge breakout project from MPMS #88706. Related to Vine St. Spring Garden Street over Schuylkill River City of Philadelphia Spring Garden Street over Schuylkill River Bridge Rehabilitation

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	467												
FD	185	117												
ROW	581		25											
CON	581		8,500											
		584	8,525	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>9,109</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

**MPMS# 90097**      *Spring Garden St. o/I-76 (Bridge)*

**New-B**

**LIMITS** City of Philadelphia, at Spring Garden Interchange

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

LRPID:138

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:** AECOM/DD

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the bridge carrying Spring Garden Street over I-76 in the City of Philadelphia. The work will be completed to accommodate the detour route needed for the replacement of the bridge superstructures over the I-676 Vine Street Expressway being completed under projects 88767, 88768, and 80054. The project will be constructed concurrently with 90096, Spring Garden Street over the Schuylkill River.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	280											
FD	185	70											
ROW	NHPP					158							
ROW	185					39							
UTL	NHPP							541					
UTL	185							135					
CON	TOLL												
CON	NHPP								6,028				
		<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>676</b>	<b>0</b>	<b>6,028</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		<b>350</b>				<b>6,901</b>				<b>0</b>			

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)

Actl Let Date: 12/1/2011

LIMITS 51st Street to Lindbergh Boulevard  
 IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

Bartram's Garden is a National Historic Landmark and part of the National Recreational Trail system. This project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. Several segments have been constructed (17754), are in construction (70220) or are in the engineering phase (68067, 81584, and 90144). The trail network is intended principally for transportation purposes. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$1.4 million CMAQ for a \$2.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ*	500											
CON	CAQ	115											
		615	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>615</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 90144** *Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)*

**LIMITS** Shawmont Avenue to Montgomery County Line

Actl Let Date: 9/29/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** **CMP:**

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12' paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$400,000 TE funds originally awarded to MPMS #50522 for a \$1.4 million construction phase. \$400,000 TE will be drawn from MPMS #64984 at the appropriate time. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
CON	STU	300																			
CON	STE	25																			
		<b>325</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 FY2013-2016</b>				<b>325</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 90180** *East Coast Greenway/58th Street Connector Greenway (TIGER)*

**LIMITS** Bartram's Garden to Cobbs Creek Bikeway

Actl Let Date: 6/23/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 4

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
CON	CAQ*	500																			
CON	CAQ	1,746																			
		<b>2,246</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>0</b>	<b>0</b>	<b>0</b>								
		<b>Total FY2013-2016</b>				<b>2,246</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 90482** *North Delaware Riverfront Greenway (TIGER)*

**LIMITS** Allegheny Avenue to Lewis Street near Betsy Ross Bridge

Actl Let Date: 7/12/2012

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:**

AQ Code:A2

**PLANNING AREA:**

DOD: 3

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront 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 in previous TIP) 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 #90482 and 46956).
- 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).

Funding made available for the 4 sections:

CON \$500,000 TE W/ TOLL CREDIT from 2000 TE Selection Round, funds to be drawn down from MPMS #64984

Section 115 - \$750,000

SAFETEA DEMO #363, PA ID #671 - \$500,000

SAFETEA DEMO #4805, PA ID #615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID # - \$8 MILLION

TIGER FUNDING – \$1.76 Million for Section 1 only (MPMS# 90482) This funding has already been obligated.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	469												
CON	CAQ		808											
		469	808	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,277	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**LIMITS** I-76, I-95, and I-676 in Philadelphia

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 4B, 4C

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	1,800												
CON	NHPP		1,000											
CON	TOLL													
		<b>1,800</b>	<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>Total FY2013-2016</b>			<b>2,800</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 91573** *South Street Pedestrian Ramp - Phase II*

**LIMITS** from Schuylkill River Park to South Street Bridge

Let Date: 11/10/2011

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,500												
		<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>0</b>	
		<b>Total FY2013-2016</b>			<b>1,500</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 91837 City Wide Resurfacing (# 103B)

LIMITS City of Philadelphia

Est Let Date: 4/25/2013

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: CMP: Not SOV Capacity Adding

Potential candidates for this resurfacing package include:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- Rising Sun Avenue, 2nd St to Roosevelt Blvd
- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

The following streets have been removed from this package:

- Chestnut Hill Avenue: Seminole Street to Bethlehem Pike
- Seminole Street: Chestnut Hill Avenue to St. Martin's Lane
- St. Martin's Lane: Highland Avenue to Mermaid Lane
- Mermaid Lane: St Martin's Lane to McCallum Street
- McCallum Street: Mermaid Lane to Allens Lane
- St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STP	63												
FD	LOC	16												
CON	STP	4,000												
CON	LOC	1,000												
CON	STU		7,200											
CON	LOC		1,800											
		<b>5,079</b>	<b>9,000</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 FY2013-2016</b>			<b>14,079</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 92330** *Red Lion Road Warning Device*

**LIMITS** Red Lion Road

No Let Date

**IMPROVEMENT**

**MUNICIPALITIES:** Philadelphia City

AQ Code:S1

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** **CMP:**

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	RRX	22													
		22	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		22			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 92376** *Walnut Lane Bridge Over Wissahickon Creek Restoration*

**LIMITS** Over Wissahickon Creek

Est Let Date: 9/15/2016

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD: 1

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

Adding Subcorr(s): 15A

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project involves rehabilitating or replacing the bridge to prevent accelerated deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	581	53													
CON	TOLL														
CON	NHPP		3,246												
CON	NHPP				6,956										
		53	3,246	0	6,956	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		10,255			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 92554 Ridge Ave Over Amtrak (Bridge)

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: AQ Code:S19

PLANNING AREA: DOD: 5

PROJECT MANAGER: CMP: Not SOV Capacity Adding Adding Subcorr(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street; ) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU		433											
PE	185		108											
		0	541	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			541	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 93106 Philadelphia Traffic Operations Center

LIMITS Spring Garden Street Est Let Date: 5/9/2013

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City AQ Code:S7

PLANNING AREA: Core City DOD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Juniata section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one of them without a Traffic Operation Center (TOC). The project uses funds available from the region and will be located inside the Street's Department's Traffic Shop at G and Romona Streets, which is the location of the City's current Traffic Sign Shop. The City's fiber optic cable "backbone" runs into this location, the location allows for future expansion of space for staff and equipment, and in the event of an emergency, the Juniata location is less prone to traffic gridlock which will allow staff to get the Traffic Operations Center more quickly. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	CAQ	656												
PE	LOC	164												
FD	CAQ	800												
FD	LOC	200												
CON	CAQ	424												
CON	LOC	106												
CON	CAQ			1,482										
CON	LOC			370										
		2,350	0	1,852	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,202	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 93443 *District Bridge Maint Contract 5*

LIMITS Various Bridges in Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: CONSTR

CMP:

This project is to fund the repair of Structurally Deficient (SD) bridges that are within the City of Philadelphia:

- S.R. 001 over SEPTA/Conrail
- S.R. 0073 over Roosevelt Boulevard
- S.R. 2151 over Woodhaven Road
- S.R. 3015 over Boss Creek
- S.R. 4003 over Roosevelt Boulevard Extension
- S.R. 8004 over Ramp CLW to Schuylkill
- S.R. 8005 over lagoons

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	4,017												
CON	581		308											
		4,017	308	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,325		Total FY2017-2020			0		Total FY2021-2024		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 94828 District Surface Treatment 91 (6-5) (ADA Ramps)

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

These are ramp improvements for compliance with Americans with Disabilities Act of 1990 (ADA) that are companion improvements to road surface treatment projects undertaken by District 6-0 Maintenance Division.

- Bridge St./Bustleton Ave.:Start Segment 0040, Start Offset 1645, End Segment 0070, End Offset 1887
- Whitaker Ave.:Start Segment 0020, Start Offset 0000, End Segment 0050, End Offset 2078
- Rising Sun Ave.:Start Segment 0010, Start Offset 0000, End Segment 0060, End Offset 3368
- Chestnut St.:Start Segment 0090, Start Offset 2224, End Segment 0110, End Offset 0901
- Chestnut St.:Start Segment 0030, Start Offset 0000, End Segment 0060, End Offset 2434
- Walnut St.:Start Segment 0011, Start Offset 0000, End Segment 0021, End Offset 2806
- Walnut St.:Start Segment 0031, Start Offset 0000, End Segment 0111,End Offset 0925
- Market St.:Start Segment 0010, Start Offset 0000, End Segment 0030, End Offset 1921
- Delaware Ave./Castor Ave.:Start Segment 0010, Start Offset 0000, End Segment 0120, End Offset 0000
- 33rd St.:Start Segment 0020, Start Offset 0000, End Segment 0040, End Offset 0266
- On Ramp:Start Segment 0250, Start Offset 0000, End Segment 0250, End Offset 0905
- On Ramp:Start Segment 0750, Start Offset 0000, End Segment 0750, End Offset 1400
- On Ramp:Start Segment 0260, Start Offset 0000, End Segment 0260, End Offset1000
- Off Ramp:Start Segment 0500, Start Offset 0000, End Segment 0500, End Offset 0710
- Baltimore Pk:Start Segment 0010, Start Offset 0000, End Segment 0060, End Offset 0593

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	3,828												
		<b>3,828</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 FY2013-2016</b>		<b>3,828</b>		<b>Total FY2017-2020</b>			<b>0</b>			<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 95450 *Woodland Ave Transit Signal Priority Upgrades (TSP)-TIGER*

New-B

LIMITS 42nd Street and Island Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 5

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

The Woodland Avenue Transit Signal Priority Upgrades project will upgrade existing traffic controllers, connect controllers to the City's existing traffic management system via fiber optic cable and outfit public transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds. Outdated electro-mechanical traffic controllers will be upgraded with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Buses and steel-wheeled trolley vehicles serving these corridors will be outfitted with optical emitters that allow public transit vehicles to actuate the signals giving priority to transit vehicles (transit signal priority or TSP). Other improvements include installation of pedestrian countdown signals, upgrade of ADA ramps, and installation of traffic monitoring cameras. Intersection improvements will take place between 42nd Street and Island Avenue and the interconnect will extend north on 42nd Street and west on Spruce Street to tie into existing interconnect at 38th and Spruce.

Discretionary funds were awarded to this project as part of a \$10 million federal TIGER III proposal and are noted below as CTDG (Competitive TIGER Discretionary Grant) funds. Cross reference with MPMS# 95451 and MPMS# 95452.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOC	450												
UTL	TIGER	600												
CON	SPK-STP*		3,100											
CON	SPK-STP*			1,900										
		1,050	3,100	1,900	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,050	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 95451 *Bustleton Ave North Transit Signal Priority Upgrades (TSP)-TIGER*

New-B

LIMITS Bucks County Line and Benton Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 5

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

The Bustleton Avenue North project will include the installation of Transit Signal Priority technology at intersections along Bustleton Avenue project will upgrade existing traffic controllers, connect controllers to the City's existing traffic management system via fiber optic cable and outfit public transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds. Outdated electro-mechanical traffic controllers will be upgraded with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Buses and steel-wheeled trolley vehicles serving these corridors will be outfitted with optical emitters that allow public transit vehicles to actuate the signals giving priority to transit vehicles (transit signal priority or TSP). Other improvements include installation of pedestrian countdown signals, upgrade of ADA ramps, and installation of traffic monitoring cameras. These improvements will take place at intersections between the Bucks County Line and Benton Avenue.

Discretionary funds were awarded to this project as part of a \$10 million federal TIGER III proposal and are noted below as CTDG (Competitive TIGER Discretionary Grant) funds. Cross reference with MPMS #95450 and MPMS #95452

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOC	450												
UTL	TIGER	700												
CON	TIGER	6,980												
		<b>8,130</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 FY2013-2016</b>			<b>8,130</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 95452** *Bustleton Ave South Transit Signal Priority Upgrades (TSP)-TIGER*

**New-B**

**LIMITS** Benton Avenue and Frankford Avenue

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 6

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

The Bustleton Avenue South Transit Signal Priority Upgrades project will upgrade existing traffic controllers, connect controllers to the City's existing traffic management system via fiber optic cable and outfit public transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds. Outdated electro-mechanical traffic controllers will be upgraded with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Buses and steel-wheeled trolley vehicles serving these corridors will be outfitted with optical emitters that allow public transit vehicles to actuate the signals giving priority to transit vehicles (transit signal priority or TSP). Other improvements include installation of pedestrian countdown signals, upgrade of ADA ramps, and installation of traffic monitoring cameras. These improvements will take place at intersections between Benton Avenue and Frankford Avenue.

Discretionary funds were awarded to this project as part of a \$10 million federal TIGER III proposal and are noted below as CTDG (Competitive TIGER Discretionary Grant) funds.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
FD	LOC	450																			
UTL	TIGER	600																			
CON	TIGER	1,120																			
CON	LOC	1,000																			
CON	SPK-NHPP		1,900																		
CON	SPK-NHPP			1,900																	
CON	581			1,200																	
		<b>3,170</b>	<b>1,900</b>	<b>3,100</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>Total FY2013-2016</b>				<b>8,170</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

**MPMS# 96073** *Philadelphia Bridge Deck Seal*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** Plans/C. Veiga **CMP:**

This is a preventative maintenance project that countains various structures in the City of Philadelphia for bridge deck sealing.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024								
CON	TOLL																				
CON	NHPP		3,000																		
		<b>0</b>	<b>3,000</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 FY2013-2016</b>				<b>3,000</b>				<b>Total FY2017-2020</b>				<b>0</b>							
						<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 96109**      *City ADA Ramps Project*

**LIMITS** No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/VLF      **CMP:** Not SOV Capacity Adding

This project will include the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to: 1) South Street Bridge(MPMS# 17724), 2) CW 101 Resurfacing(MPMS# 72446), and 3) CW 103 Resurfacing(MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP		360										
PE	LOC		90										
FD	STP		240										
FD	LOC		60										
CON	STP		2,400										
CON	LOC		600										
		0	3,750	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>3,750</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 96213**      *Manayunk Bridge Trail*

**LIMITS** No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City; Lower Merion Township

AQ Code:A2

**PLANNING AREA:** Core City; Developed Community

DOD:

**PROJECT MANAGER:** EE/DVRPC/LS      **CMP:** Not SOV Capacity Adding      Adding Subcorr(s): 3B

The project will repurpose the existing but unused rail infrastructure into a bicycle and pedestrian connection between Lower Merion, Cywyd Trail, and Manayunk. It will provide direct access to the Ivy Ridge and Cynwyd stations, as well as improved access to the Manayunk Station and the Wissahickion Transit Center. The \$204,000 CMAQ Funds will be made available to the project to fund a project shortfall if DCNR or Lower Merion Township funding does not come through.

Companion project with MPMS# 92413.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		204										
		0	204	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>204</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

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

This project is a congestion reduction and traffic flow improvement program. This project will continue the expansion of the corridor timing program that was recently launched in Philadelphia.

In 2011, the Streets Department instituted its signal retiming program on nine key corridors with over 200 signalized intersections. The City intends to advance the retiming of seven additional corridors during 2012, and is currently working with DVRPC to identify and prioritize the next fifteen corridors to retime.

The City will conduct signal retiming along corridors throughout Philadelphia as funding allows. The following sub corridors are located within the City:

- I676/76 to City Avenue
- I95 Corridor Philadelphia
- I95 by Airport
- Dense area north of US1/I76 interchange
- US1 Far Northeast Philadelphia
- City of Chester Area, plus former sub corridor 6B: US 13 between Chester and Philadelphia, plus former sub corridor 6C: US13 Cobbs Creek
- PA291 Airport Area
- Penrose Avenue - Broad Street
- US30/Lancaster Avenue
- Center City, University City
- PA132, PA63, County Line Road developed area straddling Bucks, Montgomery and Philadelphia Counties
- PA611/309 from Center City to vicinity of Philadelphia/Montgomery County
- Line
- Philadelphia residential communities around Ridge Road, Lincoln Drive and Cheltenham area

DVRPC Competitive CMAQ Awarded Project FY 2011-2012  
 CMAQ award \$1,000,000  
 Matching funds \$1,000,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ		1,000											
PRA	LOC		1,000											
		0	2,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,000	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96227 Philadelphia TOC Cameras

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:**

The City of Philadelphia's Traffic Engineering Unit will procure and install traffic cameras at approximately twenty (20) intersections throughout the City of Philadelphia to support Traffic Operations Center (TOC) operations. The cameras will enable TOC staff to actively monitor, modify, and dynamically control traffic signals at key intersections; monitor daily traffic flows to better understand and be able to respond to varying daily demands on the City's road network; and begin to communicate incidents and crashes to emergency responders and the public in a more timely fashion.

This project is part of the DVRPC CMAQ Competitive Program which is funded via MPMS# 48201.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		199											
CON	LOC		51											
CON	CAQ			237										
CON	LOC			60										
		0	250	297	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		547			<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

MPMS# 96248 Traffic Signal Priority Upgrades on SEPTA Routes 52, 60 and 66

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2020M

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:**

**CMP:**

This project includes the implementation of transit signal priority technology along three SEPTA routes: Route 52 bus which primarily serves 52nd Street in West Philadelphia; Route 60 bus which primarily serves Allegheny Avenue in North Philadelphia; and the Route 66 trackless trolley which primarily serves Frankford Avenue in Northeast Philadelphia. The goal of this project is to improve transit vehicle running times and reliability, improve traffic flow along capacity constrained arterials and provide parallel relief to Interstate 95. The project scope will include purchase and installation of emitters and detectors as well as the installation of fiber interconnect along a portion of Route 52 on 52nd Street from Market Street to Whitby Avenue.

11PA006 - \$3,261,000 (\$1,661,000 for MPMS# 96248 / \$1,600,000 for MPMS 96249)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	OTH	416												
CON	TOLL													
CON	TCS	2,500												
CON	OTH	210												
		3,126	0	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		3,126			<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>				0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 96249 *Traffic Signal Priority Upgrades on SEPTA Route 6*

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2020M

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:**

**CMP:**

This project includes the implementation of transit signal priority technology along SEPTA bus route 6 bus which runs primarily on the Ogontz Avenue corridor. The following three intersection will have devices installed; North 17th Street and West Champlost Avenue, Old York Road and West Champlost Avenue, and Nedro Avenue and Old York Road. The goal of this project is to improve transit vehicle running times and reliability and improve traffic flow along capacity constrained arterials. The project scope will include purchase and installation of emitters and detectors and includes the upgrade and interconnect of existing traffic controllers from electromechanical to 170 electronic controllers; new mastarms and ADA ramps as needed at existing and new signalized intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	761												
CON	OTH	190												
		951	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			951	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 96952 *Sedgley Avenue Bridge over Conrail*

**LIMITS** West of 7th Street

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:**

**CMP:**

The purpose of the project is to rehabilitate the Sedgely Avenue Bridge to prolong its useful life. The scope includes steel repairs, paint and deck replacement. The bridges has a 29.6 sufficiency reating and is posted for 20 tons and will continue to deteriorate without rehabilitation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	ACT13	180												
FD	ACT13	120												
CON	ACT13		1,868											
		300	1,868	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,168	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96954 *Alternatives Development - Roosevelt Boulevard Transit Investments*

LIMITS Roosevelt Boulevard Corridor in Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:X5

PLANNING AREA: Core City

DOD:

PROJECT MANAGER:

CMP:

This local scoping task will support a study to develop and screen various alternatives for transit enhancements on the Roosevelt Boulevard Corridor ranging from minor enhancements to light rail. The work will focus on financially feasible alternatives for improved mass transit along Roosevelt Boulevard. These improvements would better meet the needs of neighborhood residents and longer distance commuters from surrounding areas such as Bucks County. The alternatives identified will be short-listed to the four most promising options for consideration in the following categories: Existing service enhancements and low cost/high impact improvements, Better Bus or Bus Rapid Transit (BRT)-lite using existing facilities, Exclusive right-of-way Bus Rapid Transit, and Light Rail Transit. For each of the short-listed alternatives, ridership forecasts and implementation costs will be developed to help support advancement of the best alternative.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	TOLL													
STUD	STP	200												
		200	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			200	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 97990 Philadelphia Safety Improvements (ARLE 3 and 4)**

**LIMITS** Castor Avenue from Bustleton Avenue to Roosevelt Boulevard

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD:

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

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to construct Low Cost Safety Improvements on Castor Avenue at 13 signalized intersections between Bustleton Avenue and Roosevelt Boulevard. The project will upgrade outdated electro-mechanical traffic controllers with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Concrete medians and traffic signal equipment on the medians will be removed between Bustleton Avenue and Faunce Street and will be replaced with new pavement markings and new traffic signal equipment mounted on mastarms. Other improvements include the installation of pedestrian countdown signals, new (or upgrade of) ADA ramps, and traffic monitoring cameras.

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

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.  
Round 4 of ARLE awarded a total of \$8.8 million statewide.

2012 ARLE Round 3 award: \$1,500,000  
2013 ARLE Round 4 award: \$1,400,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		2,900											
		0	2,900	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			2,900	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 98229 59th Street over AMTRAK**

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 7A

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelphia.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	183		768											
PE	LOC		192											
		0	960	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			960	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 98230**      *Tabor Road over Tacony Creek*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City AQ Code:S19

**PLANNING AREA:** Core City DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	183		192										
PE	LOC		48										
		0	240	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>240</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 98232**      *Woodland Avenue over SEPTA*

**LIMITS** No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City AQ Code:S19

**PLANNING AREA:** Core City DOD:

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 6A

This project is a bridge rehabilitation/replacement of Woodland Avenue over SEPTA in the City of Philadelphia.

SEPTA is managing the project on behalf of the City of Philadelphia.

Funding for this project will be drawn down from the at the appropriate time.

Funding for this project will be FLEXED to MPMS #95402 of the Transit TIP.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU		3,840										
FD	LOC		960										
		0	4,800	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>4,800</b>				<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 99755 I-95 Planning Assistance

New

LIMITS Philadelphia (City)

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: EE/E. Elbich

CMP:

For technical and planning assistance to PennDOT 6-0 for support in implementation of the I-95 reconstruction projects.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	STU		55											
		0	55	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			55	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 102157 *Roosevelt Boulevard Operational Strategies*

New

LIMITS Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:X1

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: James Mosca

CMP:

DVRPC Work Program project.

**Goals:**

To rationalize vehicular movements along Roosevelt Boulevard that would address pedestrian and vehicular safety issues. To identify near term and long term improvements that would bring the boulevard in conformance with modern design standards.

**Description:**

Roosevelt Boulevard is major traffic artery that is a 12-lane surface arterial with local and express lanes and at-grade intersections in northeast Philadelphia. The speed limit is predominately 45 mph. Pedestrian safety along the roadway has gained national attention and some safety experts have called Roosevelt Boulevard one of the most dangerous highways in the nation. Proposals have been made to both reduce the number of lanes and speed limit on the Boulevard. This project would build upon other planning efforts along the Boulevard, including the Roosevelt Boulevard Safety Task Force and the Alternatives Development for Roosevelt Boulevard Transit Investments by using DVRPC's Travel Demand Model to analyze and quantify the traffic effects on the Boulevard and adjacent arterials under alternative lane configurations, travel speeds, and transit service. Lane crossovers will be evaluated, and strategies would be developed that would identify ways to lengthen, consolidate or eliminate crossovers so that they would be compliant with modern design standards.

**Tasks:**

1. Create a study advisory committee of engineers, planners and other stakeholders at the city, state and regional level.
2. Identify where consolidation of crossovers is most effective in eliminating redundancy.
3. Develop an improvement strategy for sub-standard crossovers by lengthening the acceleration and/or deceleration lanes to permit a smooth transition.
4. Examine the relationship and proximity of crossovers to pedestrian crosswalks.
5. Investigate the operational issues of heavy vehicles using crossovers along the Boulevard.
6. Develop a prioritized list of crossovers that should be upgraded or eliminated.
7. Prepare conceptual diagrams illustrating recommended improvements
8. Model the impact of lane and speed reductions on traffic volumes, travel patterns, and transit ridership.
9. Prepare an implementation strategy for the final recommendations

**Products:**

1. Meeting materials
2. Existing and Year 2040 performance measures
3. Summaries of analysis of different concepts
4. A technical report with design concepts

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	TOLL													
PRA	STU		180											
		0	180	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			180	Total FY2017-2020				0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS** Citywide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

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

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of traffic calming measures at approximately 15 to 25 locations throughout the city.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$1,000,000 (\$400,000 for FY14 Final Design/ \$600,000 for FY14 Construction)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	244		400											
CON	244		600											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0

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

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CMP: Not SOV Capacity Adding Adding Subcorr(s): 14A

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

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	244		400											
CON	244		800											
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,200	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 102281 *L.E.D. Street Light Improvement Program (ARLE 4)*

**LIMITS**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD:

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

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of LED street lights within city limits.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$850,000 (\$260,000 Final Design/ \$590,000 Construction)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	244		260											
CON	244		590											
		0	850	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			850	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

MPMS# 102282 *School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)*

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S6

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 15A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide anti-skid pavement surfaces that will introduce an improved skid resistance level (SRL) on School House Lane from Wissahickon Avenue to Ridge Avenue and Kelly Drive from Ridge Avenue to Eakins Oval.

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

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$500,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	244		500											
		0	500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			500	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102328** *Center City Bridge Model*

**New**

**LIMITS** Center City Philadelphia

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Philadelphia City

AQ Code:X1

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** C. Davies

**CMP:**

Starting in December 2014 and extending through 2018, PennDOT will be reconstructing or rehabilitating the Vine Street expressway bridges from 18th Street to 22nd Street and Schuylkill River bridges from Spring Garden to Chestnut Street. The reconstruction work will involve considerable lane closures and traffic detours. It will also impact bus operations and pedestrian movements across the bridges to/from Center City.

To assist traffic management and mitigation planning for the reconstruction work, travel forecasts and analysis will be conducted using DVRPC's regional travel simulation model and the recently completed Center City simulation model. The regional model will be used to estimate the change of travel patterns due to the reconstruction work at the regional level. The Center City model will be extended and used for operational analysis regarding queuing, bottleneck locations, and bus delay on the construction sites and adjacent areas in Center City and University City. The analysis will provide inputs to City traffic management and SEPTA detour planning during the reconstruction.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
STUD	STU		64													
STUD	581		16													
		0	80	0	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>80</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

**MPMS# 102388** *Roosevelt Boulevard Resurfacing*

**LIMITS** Harbison Ave to Bucks County Line

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:**

RESURFACING OF ROOSEVELT BLVD(SR 0001 & SR 6001 BOTH DIRECTIONS) FROM HARBISON AVE (SR 2009), SEGMENT 0250/0251 OFFSET 0000 TO BUCKS CO LINE, SEGMENT 0380/0381 OFFSETS 3030/3012

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	581		3													
CON	581		2,226													
CON	581			5,000												
		0	2,229	5,000	0	0	0	0	0	0	0	0	0			
<b>Total FY2013-2016</b>		<b>7,229</b>			<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102399 Philadelphia TOC Electrical**

**LIMITS** City Sign Shop - Ramona & G Streets

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:**

This work includes the installation of lighting and required electrical services to the new TOC and locker room. Specific items include the installation of lighting fixtures, wiring, fuses and panel boards, outlets and switches, grounding, and raceways within the building. Outside the building a new generator will also be installed to provide uninterruptible power to the TOC and other critical building spaces in the event of a local power outage.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		50											
CON	CAQ		200											
		0	250	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			250	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 102400 Philadelphia TOC Mechanical**

**LIMITS** City Sign Shop - Ramona & G Streets

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:**

This work includes the installation air conditioning units, heaters, ducts, ventilators, diffusers, registers, and grills to provide heating, ventilation and air conditioning to the TOC and new locker room facilities.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		66											
CON	LOC		16											
		0	82	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			82	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102401 Philadelphia TOC Plumbing**

**LIMITS** City Sign Shop - Ramona & G Streets

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:**

This work includes the installation of valves, piping, and fixtures (sinks, toilets, etc.) to the TOC and to provide for the upgrades to the two (2) existing bathrooms to meet ADA requirements.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102413 - Phila TOC General

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		42											
CON	LOC		11											
		0	53	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			53	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 102413 Philadelphia TOC General**

**LIMITS** City Sign Shop - Ramona & G Streets

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Philadelphia City

AQ Code:S7

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** TWB/V. Flyesh

**CMP:**

This work includes the demolition of the two rooms that will comprise the finished TOC space. One (1) of these rooms is currently being utilized as a locker room, so work will also include the fit out of existing storage space to accommodate a new locker room. Within the finished TOC space and the new locker room, work will include all miscellaneous carpentry, flooring, furniture, operator console, windows, doors, ceiling, painting and other architectural work. Within the two bathrooms, this work will include the demolition of the existing space.

Work will also include the modifications of the existing parking lot and entrance way to meet ADA requirements. Specific work will include the restriping of the parking lot to include two (2) handicapped accessible parking spaces and the construction of a ramp leading to the front entrance of the building.

The General Contractor will also be responsible for coordinating the schedules and work for the Electrical, Mechanical, and Plumbing Contractor within the existing Streets Department Building.

This is one of six contracts for the Traffic Operations/CCTV contract.

The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		710											
CON	LOC		177											
		0	887	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			887	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102506**     *West Philadelphia Intersection Upgrades*

**LIMITS** Chestnut and Walnut b/w 39th & Cobbs Creek

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:NRS

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:**

The proposed project will improve pedestrian and vehicular safety along Walnut Street and Chestnut Street between 62nd Street and 39th Street by upgrade the existing signal infrastructure at select intersection locations. The project will remove the existing 13' C-Posts and install 20' C-Posts upon the existing foundation; 8 inch signals for pedestrians will be replaced with countdown timers on existing signal mast arms/posts; upgrade existing signal heads to 12 signal heads, and upgrade the existing electro-magnetic controllers with 170 controllers. Additional 12 inch signal heads will be added to overhead mastarm or upright so that two such signal heads are within the cone of vision of the motorists. Some corners will be split to increase visibility of traffic signals for vehicles and pedestrians.

The project will involve limited trenching at each intersection location to make electrical connections between the signal, new junction box, and new controller.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	HSIP		727											
CON	HSIP		1,255											
		0	1,982	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			<b>1,982</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 102838 Philadelphia Bike Share Program

**LIMITS**

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

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

Per the Philadelphia Bike Share Strategic Business Plan (2013), the system will eventually include 185 stations and 1,850 bicycles throughout central Philadelphia.

Phase 1 of system deployment will see the installation of at least 70 stations in Zone 1 and parts of Zone 2 in Spring 2015. Because Zone 1 contains the core of the region's economic activity and population, the City's Bike Share Strategic Business Plan recommended that bike share roll out to Zone 1 with stations spaced approx. every 3 blocks. When complete, Zone 1 will host 110 stations and 1150 bicycles.

Phase 2 of system deployment expected to begin in fall of 2015 will extend bike sharing into all of Zone 2, largely residential neighborhoods, thus enabling bike sharing to become a more integrated part of the city's transportation. Phase 2 will add 12 square miles or service area, bringing the system to 22.5 sq. miles. By adding 650 bicycles and 75 stations, Phase 2 will bring the system size to 1,800 bicycles and 185 stations. Station density in Zone 2 will range from 4 to 6 stations per sq mile.

The Philadelphia bike share system will improve access to the region's core of jobs, services, tourist destinations, educational institutions, and cultural amenities; integrate with the region's transportation network; provide connections to other public transit modes; and help resolve the first/last mile connectivity.

This project was awarded \$1,250,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102839** *South Philadelphia Neighborhood Bikeway*

**LIMITS** 13th and 15th Streets from South Street to Oregon Ave

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

AQ Code:A2

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:**

To accommodate the existing high level of bicycle commuting and serve the expected growth in bicycling in South Philadelphia, this project will install high level treatments, such as green backed sharrows, white parking lines, new crosswalks and signage on a pair of north-south streets and brand them as "Neighborhood Bikeways" so that they attract bicyclists away from Broad Street and serve as bicycle friendly streets. As a pair they would create a bicycle friendly corridor serving the heart of South Philadelphia.

South Philadelphia currently has high levels of bicycle commuting (5.6%), but little bicycle infrastructure. The street grid has narrow single lane streets and parking on each side, but no room for a standard bike lane. Broad Street is a large north-south arterial street that bisects South Philadelphia, but buses, parking, pear hour clearance riles, and subway air vents preclude converting travel lanes to bike lanes.

This project was awarded \$250,000 regional Transportation Alternatives Program (TAP) funding in June 2014 for construction. Funds will be drawn down from the TAP line item (MPMS #64984) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TAP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$161,138	\$184,202	\$112,173	\$60,566	\$518,079	\$217,828	\$236,200



## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47811** *I-95: Orthodox Street to Levick Street/John Heinz Wildlife Refuge (BSR) - Design(IMP) SR:0095*

**LIMITS** Orthodox Street to Levick Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and involves bridge replacement.

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. See MPMS #87784 for the local street construction work for this section.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	IM	15,200												
FD	581-IM	800												
FD	NHPP-IM				7,830									
FD	581				870									
ROW	IM	12,978												
ROW	581-IM	842												
UTL	NHPP-IM		13,367											
UTL	581		1,485											
		<b>29,820</b>	<b>14,852</b>	<b>0</b>	<b>8,700</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>Total FY2013-2016</b>			<b>53,372</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47812** I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

**LIMITS** Wheatsheaf Lane to Orthodox Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** WEE

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

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 Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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).

Phase	Fund	TIP Program Years (\$ 000)											
		FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	IM	13,800											
FD	581-IM	3,450											
ROW	NHPP		688										
ROW	581-IM		6,192										
ROW	NHPP					5,635							
ROW	581-IM					625							
UTL	IM	5,760											
UTL	581-IM	1,440											
		<b>24,450</b>	<b>6,880</b>	<b>0</b>	<b>0</b>	<b>6,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>31,330</b>		<b>Total FY2017-2020</b>		<b>6,260</b>		<b>Total FY2021-2024</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Ann St. to Wheatsheaf Lane

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** WEE

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This Section AFC project involves rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

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.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	581-IM	4,535											
FD	NHPP-IM				6,362								
FD	581				707								
FD	IM					6,300							
FD	581					700							
ROW	NHPP-IM				4,052								
ROW	581				450								
UTL	NHPP-IM				3,039								
UTL	581				338								
		<b>4,535</b>	<b>0</b>	<b>0</b>	<b>14,948</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>19,483</b>	<b>Total FY2017-2020</b>			<b>7,000</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Levick Street to Bleigh Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM*	18,500												
CON	IM*		20,318											
		<b>18,500</b>	<b>20,318</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 FY2013-2016</b>			<b>38,818</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

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

09/02/08-let date changed from 6/2011 to 1/2012 because of schedule delays on 95-GR1.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	NHS-IM	9,270												
UTL	581-IM	1,030												
CON	NHPP-IM		45,000											
CON	NHPP-IM			40,000										
CON	NHPP-IM				40,000									
CON	NHPP-IM					40,000								
CON	NHPP-IM						40,000							
CON	NHPP-IM							27,130						
		<b>10,300</b>	<b>45,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>27,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2013-2016</b>			<b>135,300</b>	<b>Total FY2017-2020</b>			<b>107,130</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

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

09/02/08-est let date changed from 6/15/2015 to 01/15/2016 due to delays of the first GR1 section due to ROW & UTL issues with Conrail.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	NHPP-IM			6,884									
UTL	581			765									
CON	IM					9,600							
CON	NHPP-IM					55,900							
CON	TOLL												
CON	IM						9,600						
CON	NHPP-IM						55,900						
CON	IM								9,600				
CON	NHPP-IM								55,900				
CON	IM									28,581			
CON	NHPP-IM									167,523			
CON	TOLL												
		0	0	7,649	0	0	65,500	65,500	65,500	196,104	0	0	0
		Total FY2013-2016			7,649	Total FY2017-2020			196,500	Total FY2021-2024			196,104

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: RACE - SHACKAMAXON ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	1,350											
ROW	581-IM	150											
ROW	NHPP-IM			7,920									
ROW	581			880									
UTL	581					5,970							
UTL	581						5,970						
CON	IM						10,000						
CON	NHPP-IM						20,000						
CON	TOLL												
CON	IM								20,000				
CON	NHPP-IM								40,000				
CON	TOLL												
CON	TOLL												
CON	IM									70,836			
CON	NHPP-IM									226,574			
		1,500	0	8,800	0	0	5,970	35,970	60,000	297,410	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		10,300				101,940				297,410			



## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	4,243											
ROW	581-IM	471											
ROW	NHPP-IM		7,560										
ROW	581-IM		840										
CON	TOLL												
CON	NHPP-IM			28,026									
CON	TOLL												
CON	NHPP-IM				28,026								
CON	TOLL												
CON	NHPP-IM					29,085							
CON	TOLL												
CON	NHPP-IM						26,967						
CON	TOLL												
CON	NHPP-IM							43,996					
		<b>4,714</b>	<b>8,400</b>	<b>28,026</b>	<b>28,026</b>	<b>29,085</b>	<b>26,967</b>	<b>43,996</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>69,166</b>		<b>Total FY2017-2020</b>	<b>100,048</b>			<b>Total FY2021-2024</b>		<b>0</b>	



## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79904**      **I-95N: Betsy Ross Inter (BR2)**

**New-B**

**LIMITS** Philadelphia County

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

**I-95: BETSY ROSS BRG INTERCHANGE  
PHILADELPHIA COUNTY  
WIDENING/RECONSTRUCTION**

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 provides for the design and reconstruction of the northbound (NB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR2 consists of reconstructing 1.1 miles of the NB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on NB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR2, the NB collector-distributor roads and the Ramp Y NB on-ramp will be demolished and removed. The proposed NB SR 0095 mainline will have four NB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the NB SR 0095 mainline, the project includes reconstruction of the NB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. A new Ramp YY NB SR 0095 off-ramp will be constructed from the SR 0095 structure over Frankford Creek to Orthodox Street. Section BR2 also includes reconstruction of three connecting bridge ramp structures (Ramp G from Adams Avenue Connector and Aramingo Avenue to SR 0095 NB; Ramp H from Betsy Ross Bridge to SR 0095 NB; and Ramp GH from Ramp G and Ramp H to SR 0095 NB). Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79903, and 79905.

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

1/25/08--PM changed from W/EE to AECOM/MG  
11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM						13,320						
CON	NHPP-IM						17,190						
CON	581						1,480						
CON	185-IM						1,910						
CON	IM							13,320					
CON	NHPP-IM							17,190					
CON	581							1,480					
CON	185-IM							1,910					
CON	IM								13,167				
CON	BOO-IM								17,156				
CON	581								1,463				
CON	185-IM								1,906				

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

	0	0	0	0	0	33,900	33,900	33,692	0	0	0	0
Total FY2013-2016				0	Total FY2017-2020		101,492		Total FY2021-2024			0

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79905 I-95S: Betsy Ross Inter (BR3)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE  
PHILADELPHIA COUNTY  
WIDENING/RECONSTRUCTION

The BR3 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR3 provides for the design and reconstruction of the southbound (SB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR3 consists of reconstructing 1.1 miles of the SB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR3, the SB collector-distributor roads and the Ramp X SB on-ramp will be demolished and removed. The proposed SB SR 0095 mainline will have four SB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SB SR 0095 mainline, the project includes reconstruction of the SB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. Section BR3 also includes reconstruction of portions of roadway approaches to two connecting bridge ramp structures (Ramp D, at the traffic merge point with SR 0095 SB, from Adams Avenue Connector and Aramingo Avenue to SR 0095 SB; Ramp EE and Ramp F, at the exit point with SR 0095 SB, from SR 0095 SB to Betsy Ross Bridge and Aramingo Avenue). Orthodox Street will be widened directly under the SR 0095 mainline to provide for two-directional traffic from the Ramp YY SR 0095 NB off-ramp to Aramingo Avenue. Pearce Street will be realigned directly under the SR 0095 mainline at Orthodox 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)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79904, and 79903.  
This project is integral to the Delaware Valley Freight Corridors Initiative.  
1/25/08--PM changed from W/EE to DMJM/MG  
11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHPP-IM								18,000				
CON	IM								14,130				
CON	581								1,570				
CON	185-IM								2,000				
CON	IM									28,128			
CON	NHPP-IM									43,491			
CON	581									3,125			
CON	185-IM									4,832			
		0	0	0	0	0	0	0	35,700	79,576	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>79,576</b>			
						<b>35,700</b>							

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79908** *I-95: North of Bridge Street Interchange Construction (BS1) (IMP)*

**LIMITS** Relocated Carver Street to Levick Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHPP-IM			15,750									
CON	581			1,300									
CON	185-IM			450									
CON	NHPP-IM				18,000								
CON	581				1,500								
CON	185-IM				500								
CON	IM					22,208							
CON	NHPP-IM					7,966							
CON	581					2,468							
CON	185-IM					885							
		0	0	17,500	20,000	33,527	0	0	0	0	0	0	0
	<b>Total FY2013-2016</b>			<b>37,500</b>		<b>Total FY2017-2020</b>		<b>33,527</b>		<b>Total FY2021-2024</b>		<b>0</b>	

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79910 I-95S: Bridge St Inter (BS2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95S: BRIDGE ST INTERCHANGE  
 PHILADELPHIA COUNTY  
 WIDENING/RECONSTRUCTION

Section BSR of I-95 will eliminate the SB lane drop at the James Street Ramp, eliminate the NB add lane at Bridge Street, and widen I-95 to four lanes in each direction from Orthodox Street to Levick Street. Exclusive acceleration/ deceleration lanes will be added at the interchanges. Six dual, mainline bridges and one ramp bridge will be replaced and one mainline structure will be widened. Long retaining walls will line I-95 through much of this section, and two sound barriers will be constructed. It is anticipated that Section BSR will be constructed in three stages, the second of which is BS2, which includes:

- \*Widening & reconstructing SR 0095 from Sta. 524+48 to 568+00
  - \*Reconstructing Tacony Street from Aramingo Avenue to Bridge Street.
  - \*Replacing the Margaret Street Bridge, Tacony Street Viaduct, Bridge Street on-ramp, and Fraley Street Bridge.
  - \*Constructing 9 NB and 8 SB retaining Walls
  - \*Constructing 2 structure mounted noise walls
  - \*Installing a new traffic signal at intersection of Tacony and Bridge Streets.
  - \*Installing a new traffic signal at intersection of James and Bridge Streets
- Utility impacts under I-95 are anticipated.

1/25/08--PM changed from W/EE to DMJM/MG  
 11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM								44,640					
CON	NHPP-IM								5,535					
CON	581								4,960					
CON	185-IM								615					
CON	IM									89,128				
CON	NHPP-IM									22,967				
CON	581									9,903				
CON	185-IM									2,552				
		0	0	0	0	0	0	0	55,750	124,550	0	0	0	
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>55,750</b>	<b>Total FY2021-2024</b>			<b>124,550</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange (AFI)

LIMITS Ann Street to Castor Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Removal of NB off-ramp at Westmoreland Street, addition of NB off-ramp at Castor Avenue. Widening and reconstruction of I-95 between Ann Street and Tioga Street. Reconstruction or redecking of bridge over Allegheny Avenue and the Westmoreland Viaduct (Westmoreland Street to Tioga Street).

Breakout of AFC

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	581-IM						4,057							
ROW	581-IM						4,057							
UTL	581-IM						4,057							
UTL	581-IM							4,057						
CON	NHPP-IM								46,444					
CON	IM								33,203					
CON	NHPP-IM									10,000				
		0	0	0	0	0	12,171	4,057	79,647	10,000	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			95,875	Total FY2021-2024			10,000

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: ALLEGHENY AVE INTER  
PHILADELPHIA COUNTY  
WIDEN, RECONSTRUCTION

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- \*I-95 NB over Venango Street - Replace superstructure
- \*I-95 SB over Venango Street - Replace superstructure
- \*I-95 NB over Castor Avenue - Widening and replace superstructure
- \*I-95 SB over Castor Avenue - Widening and replace superstructure
- \*I-95 NB over Richmond Street - Widening & redeck
- \*I-95 SB over Richmond Street - Widening & redeck
- \*I-95 NB over Wheatsheaf Lane - Total replacement
- \*I-95 SB over Wheatsheaf Lane - Total replacement
- \*Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM							6,641					
ROW	581							738					
UTL	IM						4,299						
UTL	581						478						
CON	IM									39,014			
CON	NHPP-IM									110,967			
CON	581									4,335			
CON	185-IM									12,330			
		0	0	0	0	0	4,777	7,379	0	166,646	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			12,156	Total FY2021-2024			166,646

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 83640** *I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)*

**LIMITS** Shackamaxon Street to Columbia Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM	14,662											
CON	581-IM	801											
		<b>15,463</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 FY2013-2016</b>		<b>15,463</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 84973 I-95 Bridge Repair Part 2

**LIMITS**  
**IMPROVEMENT** Intersection/Interchange Improvements  
**MUNICIPALITIES:**  
**PLANNING AREA:**

No Let Date  
 LRPID:65  
 AQ Code:S19  
 DOD:

**PROJECT MANAGER:** **CMP:**

This project provides for the advance action repair needed for close to 100 structures on I-95 and its ramps between the Delaware State line to the South and the Delaware River to the North. These improvements will extend the life of the I-95 structures for 10-20 years until the major reconstruction projects are able to advance. The work has been broken out to 2 contracts for construction management purposes: Section MB 1 (MPMS #82619) covers 40 structures; Section MB 2 (MPMS #84528) covers 54 structures. Work includes bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of the repair of structures.

This project is a companion with MPMS# 84528, which is the design phase for I-95/MB2.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CION	581-IM	192												
CON	NHS-IM	768												
		960	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			960	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

MPMS# 102389 I-76/I-76Ramp Resurfacing

**LIMITS** Grays Ferry Ave to Oregon Ave, Slip Ramp from 34th to I-76 EB Segment  
**IMPROVEMENT** Roadway Rehabilitation  
**MUNICIPALITIES:** Philadelphia City  
**PLANNING AREA:** Core City

No Let Date  
 AQ Code:S10  
 DOD:

**PROJECT MANAGER:** Maint./L. Ryan **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 3A

RESURFACING OF SCHUYLKILL EXPWY (I-76 BOTH DIRECTIONS) FROM GRAYS FERRY AVE, SEGMENT 3454/3471 OFFSETS 2055/1260 TO OREGON AVE SEGMENT 3470/3461 OFFSETS 1263/0000.

ALSO RESURFACING OF SR 3003 SLIP RAMP FROM 34TH ST SEGMENT 0041 OFFSET 0000 TO I-76 EB SEGMENT 0041 OFFSET 2357.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	581		2											
CON	581		365											
CON	581			750										
		0	367	750	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,117	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$110,242	\$95,817	\$102,725	\$111,674	\$420,458	\$853,378	\$874,286

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 17891 *RideECO Mass Marketing Efforts SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: F/FTA

CMP: Not SOV Capacity Adding

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase RideECO sales.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ	160												
PRA	LOC	40												
PRA	CAQ		160											
PRA	LOC		40											
		200	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			400	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 17900**      *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:A1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** GLB2003

**CMP:** Not SOV Capacity Adding

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly:\$200,800 CAQ/\$50,200 Cash Match for DVRPC UPWP; \$51,760 CAQ to each of the 5 regional TMA's; \$120,000 CAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ	669												
PRA	581	54												
PRA	LOC	109												
PRA	CAQ		669											
PRA	581		54											
PRA	LOC		109											
PRA	CAQ			654										
PRA	581			54										
PRA	LOC			109										
PRA	CAQ				654									
PRA	581				54									
PRA	LOC				109									
		<b>832</b>	<b>832</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 FY2013-2016</b>			<b>3,298</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 17928 Ozone Action Program

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: GLB2003

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ	100												
PRA	LOC	25												
PRA	CAQ		100											
PRA	LOC		41											
		125	141	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			266	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 36927** *Railroad/Highway Grade Crossings*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** LEG

**CMP:** Not SOV Capacity Adding

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.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	RRX	189											
CON	RRX		544										
CON	RRX			1,295									
CON	RRX				1,313								
CON	RRX					1,313							
CON	RRX						1,313						
CON	RRX							1,313					
CON	RRX								1,313				
CON	RRX									1,313			
CON	RRX										1,313		
CON	RRX											1,313	
CON	RRX												1,313
		189	544	1,295	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313
		Total FY2013-2016			3,341	Total FY2017-2020			5,252	Total FY2021-2024			5,252

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 48197**      **CSX Trenton Line Clearance Project**

**LIMITS** Park Junction to Delaware River

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:M9

**PLANNING AREA:**

DOD: 6

**PROJECT MANAGER:** MAL

**CMP:** Not SOV Capacity Adding

err(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,000												
CON	CAQ*		1,298											
		<b>1,000</b>	<b>1,298</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 FY2013-2016</b>			<b>2,298</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 48199**      *Transportation Management Associations (TMA) SR:0000*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:A1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** GLB2003

**CMP:** Not SOV Capacity Adding

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PRA	CAQ	922													
PRA	LOC	230													
PRA	CAQ		922												
PRA	LOC		230												
PRA	CAQ			922											
PRA	LOC			230											
PRA	CAQ				922										
PRA	LOC				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 FY2013-2016</b>			<b>4,608</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>				<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. 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.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following 16 projects were selected in the calendar year 2011-2012 Competitive CMAQ Program:

- 1.Chalfont Borough Route 152 Congestion Mitigation Project MPMS# 96217- \$288,000 (\$230,400 CMAQ/\$57,600 Matching Funds)
- 2.Multi-modal Access to New Britain Train Station MPMS# 96211- \$212,000 (\$169,600 CMAQ/\$42,400 Matching Funds)
- 3.Park Road Trail MPMS# 96240 – \$1,455,908 (\$764,726 CMAQ/\$691,182 Matching Funds)
- 4.U.S. Route 202/Boot Road Interchange Area Adaptive Signal Control MPMS# 96241 – \$305,000 (\$244,000 CMAQ/\$61,000 Matching Funds)
- 5.Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements MPMS# 96238 - \$260,253 CMAQ/\$304,832 Matching Funds).
- 6.King of Prussia Business Improvement District Transit Shuttle MPMS# 96239 – \$1,481,592 (\$500,000 CMAQ/\$981,592 Matching Funds)
- 7.Fayette Street Interconnection Project, MPMS# 96218 – \$709,719 (\$567,775 CMAQ/\$141,944 Matching Funds)
- 8.Germantown Pike Fiber Optic Signal Interconnection, MPMS# 96219 – \$147,500(\$118,000 CMAQ/\$29,500 Matching Funds)
- 9.Lower Salford Adaptive Traffic System, MPMS# 96220 – \$916,000 (\$731,000 CMAQ/\$185,000 Matching Funds)
- 10.Enhanced Bike Facility Connection between Gray’s Ferry and Bartram’s Garden, MPMS# 96222 - \$600,000 (\$400,000 CMAQ/\$200,000 Matching Funds)
- 11.Philadelphia Signal Retiming, MPMS# 96223 - \$2,000,000 (\$1,000,000 CMAQ/\$1,000,000 Matching Funds)
- 12.Traffic Operations Center Cameras, MPMS# 96227 - \$480,000 CMAQ/\$120,000 Matching Funds)
- 13.Schuylkill River Trail Extension - South Street to Christian Street, MPMS# 96237 – \$1,196,083 (\$250,000 CMAQ/\$946,083 Matching Funds)
- 14.Manayunk Bridge Trail, MPMS# 96213 – \$2,854,246 (\$204,246 CMAQ/\$2,650,000 Matching Funds)
- 15.City Avenue Adaptive Signals, MPMS# 96215 - \$1,143,500 (\$800,000 CMAQ/\$343,500 Matching Funds)
- 16.Dual GenSet Diesel Locomotive Repower, MPMS# 96236 – SEPTA - \$1,600,000 (\$1,280,000 CMAQ/\$320,000 Matching Funds)

Funds will be drawn down from this Line Item at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	LOC	250												
CON	CAQ													
CON	LOC		495											
CON	CAQ			1,913										
CON	LOC			750										
		<b>250</b>	<b>495</b>	<b>2,663</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 FY2013-2016</b>			<b>3,408</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 48202**      *Regional GIS Support - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** Mosca

**CMP:** Not SOV Capacity Adding

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU	350												
PE	STU		1,100											
		350	1,100	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,450	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

**MPMS# 48203**      *Aerial Photography*

**LIMITS** Districtwide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:X1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

Aerial Photography on District 6-0 area.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
STUD	TOLL													
STUD	STU		428											
		0	428	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			428	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927** *Regional Safety Initiatives (HSIP)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S6

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** LEG

**CMP:** Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

- MPMS #57625 - Route 232 Corridor and Intersections - Bucks Co
- MPMS #80042 - PA 100 Corridor Safety Improvements – Chester Co
- MPMS #48168 - Baltimore Pike Signals - Delaware Co
- MPMS #85417 - Allegheny Avenue - \$300,000 PE/ \$3,328,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$300,000 PE- 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 #85949 - SR 896 Safety Improvements - \$273,000 ROW/ \$273,000 UTL/ \$3,461,000 CON Chester Co - PE is underway
- MPMS #85419 - Erie Avenue - \$300,000 PR/ \$2,721,000 CON - Phila
- MPMS #80104 - Henry Ave Corridor - \$2,000,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$3,670,000 CON - Phila

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	HSIP	2,815											
CON	HSIP			5,350									
CON	HSIP				6,303								
CON	HSIP					9,813							
CON	HSIP						9,813						
CON	HSIP							9,813					
CON	HSIP								9,813				
CON	HSIP									9,813			
CON	HSIP										9,813		
CON	HSIP											9,813	
		2,815	0	5,350	6,303	9,813	9,813	9,813	9,813	9,813	9,813	9,813	9,813
		Total FY2013-2016			14,468	Total FY2017-2020			39,252	Total FY2021-2024			39,252

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64652**      *Transportation Community Development Initiative (TCDI)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:X3

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU	1,200												
PE	LOC	300												
		<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>0</b>	
		<b>Total FY2013-2016</b>			<b>1,500</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64984** *Highway Transportation Enhancements (TE)/ Transportation Alternatives Program (TAP) Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Various

AQ Code:X12

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** LEG2006

**CMP:** Not SOV Capacity Adding

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. The following projects were approved through this program, but it is no

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.

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.

Under MAP-21, this line item sets aside a total of \$7, 738,000 federal funds at \$3,719,000 in FY14 and in FY15 that was allocated by PENNDOT for federal Transportation Alternatives Program (TAP) projects in the DVRPC region. Funds must be obligated by September 30, 2016. The following projects selected for DVRPC's regional TAU funds in spring 2014 will draw a total of \$7,500,859 TAU funds from this line item at the appropriate time:

**Bucks County:**

MPMS #102830 - Neshaminy Greenway Trail to Lenape Lane - \$800,000

MPMS #102831 - Solebury Route 202 Gateway Trail - \$980,859

**Chester County:**

MPMS# 102832 - Kennett and New Garden Townships Sidewalk Project - \$850,000

MPMS #102833 - Village of Eagle Trail Connections - \$560,000

**Delaware County:**

MPMS #102834 - Pedestrian and Bicycle Accessibility Enhancements - \$420,000

MPMS #102835 - Hillside Road Pedestrian Safety Improvements -\$530,000

MPMS #87119 - Walkable Wallingford - Wallingford Ave SRTS- \$225,000 – MPMS #87719

**Montgomery County:**

MPMS #102836 - Walk and Bike Pottstown Phase 1 & 2 - \$1,000,000

MPMS #102837 - Liberty Bell Trail Connection- \$635,000

**Philadelphia County:**

MPMS #102838 - Philadelphia Bike Share Program - \$1,250,000

MPMS #102839 - South Philadelphia Neighborhood Bikeway - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

CON TAP		1,839											
CON TAP			5,989										
CON TAP				5,989									
CON TAP					5,989								
CON TAP						5,989							
CON TAP							5,989						
CON TAP								5,989					
CON TAP									5,989				
CON TAP										5,989			
CON TAP											5,989		
CON TAP												5,989	
CON TAP													5,989
	0	1,839	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989
	<b>Total FY2013-2016</b>		<b>13,817</b>		<b>Total FY2017-2020</b>		<b>23,956</b>		<b>Total FY2021-2024</b>		<b>23,956</b>		

**MPMS# 65109**      *Transit Flex - SEPTA*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:M1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** SEPTA

**CMP:** Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
PE	FLEX												17,083
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083
		<b>Total FY2013-2016</b>		<b>68,332</b>		<b>Total FY2017-2020</b>		<b>68,332</b>		<b>Total FY2021-2024</b>		<b>68,332</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 66460** *TAP Project Engineering and Management - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Various

AQ Code:X12

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STE	322												
PE	581	80												
PE	STE		322											
PE	STU		416											
PE	581		184											
		<b>402</b>	<b>922</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 FY2013-2016</b>			<b>1,324</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

**MPMS# 66461** *CMAQ Project Engineering and Management - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:X5

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	CAQ	200												
PE	581	50												
PE	CAQ		287											
PE	581		72											
		<b>250</b>	<b>359</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 FY2013-2016</b>			<b>609</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 72738** *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** LEG/2005

**CMP:** Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	CAQ	768											
PRA	581	148											
PRA	CAQ		591										
PRA	STU		130										
PRA	581		181										
		<b>916</b>	<b>902</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 FY2013-2016</b>		<b>1,818</b>		<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>	
												<b>0</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 75767** *District Bridge Design Program*

**LIMITS** Regionwide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** LEG

**CMP:** Not SOV Capacity Adding

This project provides funding for the design for repair or replacement of to-be-determined structurally deficient State and Local bridges in the DVRPC region. Funds will be drawn from the line item at the appropriate time in order to most efficiently use available resources, and will be programmed for construction when they are ready to advance.

- 1.(BMS# 09 0202 0050 0000) 202 O/N Br Neshaminy Cr
- 2.(BMS# 15 3044 0130 0000) Ewing Rd O/Br White Clay Cr
- 3.(BMS# 15 0282 0022 5137) Creek Rd O/Br E Br Brandywine Cr
- 4.(BMS# 09 2025 0132 1806) Bristol Rd O/Br Neshaminy Cr
- 5.(BMS# 46 3044 0050 0415) Wynwood Rd O/Br Indian Cr
- 6.(BMS# 09 0032 0470 0000) River Rd O/Cuttalosa Cr
- 7.(BMS# 46 2027 0050 0209) Pennsylvania Av O/Sandy Run
- 8.(BMS# 15 4008 0040 2729) Little Washington Rd O/Indian Run
- 9.(BMS# 23 3046 0080 0000) Smithbridge Rd O/Webb Cr
- 10.(BMS# 15 3020 0020 0000) Saginaw Rd O/Big Elk Cr
- 11.(BMS# 23 0420 0070 1072) Kedron Ave O/Stoney Cr
- 12.(BMS# 23 0420 0080 0000) Kedron Ave O/Br Stoney Cr
- 13.(BMS# 23 0420 0110 1825) Kedron Ave O/Loundes Run

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO	3,200												
PE	183	600												
PE	LOC	200												
		<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 FY2013-2016</b>			<b>4,000</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 75854** *District Program Management Services "A"*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** C. Davies

**CMP:** Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	581	1,000											
PE	581		1,000										
		1,000	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		2,000		Total FY2017-2020			0	Total FY2021-2024			0

**MPMS# 75855** *District Program Management Services "B"*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** C. Davies

**CMP:** Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	581	1,500											
PRA	581		1,500										
		1,500	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		3,000		Total FY2017-2020			0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 76972 PA Local Scoping**

**LIMITS** CITY OF PHILADELPHIA, BUCKS, CHESTER, DELAWARE AND MONTGOMERY COUNTIES

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:X5

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CMP:

This program provides funding for project development and scoping work, including problem identification, selection and monitoring. It will enable DVRPC to work with member PA Counties to take a selected transportation deficiency (Problem Statement) through the steps of problem documentation, conceptual design, preliminary alternatives screening, and initial public outreach. This project is a component of the DVRPC 2013 Work Program. Originally established at \$500,000, this program has funded 3 regionally selected efforts: \$95,000 (FY13) available for I-76 and I-476 Operational Improvements MPMS# 96953; \$200,000 (FY13) available for Alternatives Development - Roosevelt Boulevard Transit Investments MPMS# 96954 in FY13; \$50,000 (FY14) for PA Turnpike Access Study in Montgomery County (MPMS #97321).

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU		100										
		0	100	0	0	0	0	0	0	0	0	0	0
<b>Total FY2013-2016</b>		100				<b>Total FY2017-2020</b>		0		<b>Total FY2021-2024</b>		0	

**MPMS# 79927 Highway Reserve Line Item-STP**

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:NRS

**PLANNING AREA:**

DOD:

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

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	2,164											
CON	STP					5,066							
CON	581					1,623							
CON	581						556						
CON	581							6					
CON	581								114				
CON	STP									280			
CON	581									46			
CON	STP										1,094		
CON	581										1,077		
CON	STP											2,946	
CON	581											6,965	
CON	STP												18,294
CON	581												11,940
<b>Total FY2013-2016</b>		<b>2,164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total FY2017-2020</b>		<b>6,689</b>	<b>556</b>	<b>6</b>	<b>114</b>	<b>Total FY2021-2024</b>	
		2,164						7,365		326		2,171	
										9,911		30,234	
												42,642	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO	284											
PE	916	3,095											
PE	183	53											
PE	185	2,417											
PE	179A	404											
PE	LOC	24											
PE	BOF		220										
PE	NHPP		999										
PE	185		46										
PE	179A		373										
PE	183		250										
PE	179A			1,819									
PE	183			1,377									
PE	185			237									
PE	NHPP				2,347								
PE	916				765								
PE	185				490								
PE	183				1,889								
PE	NHPP					639							
PE	185					3							
PE	916					657							
PE	NHPP						7,210						
PE	185												
PE	916						478						
PE	NHPP							2,033					
PE	185							18					
PE	NHPP								7,602				
PE	185								288				
PE	NHPP									58,148			
PE	185									250			
PE	NHPP										47,044		
PE	185										398		
PE	NHPP											52,290	
PE	185											89	
PE	NHPP												52,290
PE	185												1,121
		<b>6,277</b>	<b>1,888</b>	<b>3,433</b>	<b>5,491</b>	<b>1,299</b>	<b>7,688</b>	<b>2,051</b>	<b>7,890</b>	<b>58,398</b>	<b>47,442</b>	<b>52,379</b>	<b>53,411</b>
		<b>Total FY2013-2016</b>			<b>17,089</b>	<b>Total FY2017-2020</b>			<b>18,928</b>	<b>Total FY2021-2024</b>			<b>211,630</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79980 *STU Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S10

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	48											
CON	581	17											
CON	STU			1,793									
CON	LOC			974									
CON	STU				706								
CON	STU							1,663					
CON	STU												
CON	STU												
CON	STU												
		65	0	2,767	706	0	0	0	1,663	0	0	0	0
		Total FY2013-2016			3,538	Total FY2017-2020			1,663	Total FY2021-2024			0

MPMS# 80093 *I-76, Regional Travel Information*

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townsh

Est Let Date: 6/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

AQ Code:S7

PLANNING AREA:

DOD:

PROJECT MANAGER: AECOM/ER

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 3B, 3C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	SXF	275											
FD	SXF	338											
FD	CAQ	358											
CON	SXF			1,042									
CON	CAQ			892									
CON	581			516									
		971	0	2,450	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			3,421	Total FY2017-2020			0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82216 NHPP Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	9											
CON	NHPP		2,735										
CON	581		31										
CON	NHPP			627									
CON	581			157									
CON	NHPP				15,785								
CON	581				1,120								
		9	2,766	784	16,905	0	0	0	0	0	0	0	0
		Total FY2013-2016		20,464		Total FY2017-2020				0			
						Total FY2021-2024				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 82395 916 Approp. Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

Appropriation 916 was signed into law 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.

Appropriation 916 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 \$27 million annually of 916 Funds, noted in the TIP with the funding code "916."

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	5,851												
CON	916		3,934											
CON	916			304										
CON	916					1,933								
CON	916						2,070							
CON	916							984						
CON	916								146					
CON	916									9,193				
CON	916										6,503			
CON	916											4,348		
CON	916												2,848	
		<b>5,851</b>	<b>3,934</b>	<b>304</b>	<b>0</b>	<b>1,933</b>	<b>2,070</b>	<b>984</b>	<b>146</b>	<b>9,193</b>	<b>6,503</b>	<b>4,348</b>	<b>2,848</b>	
		<b>Total FY2013-2016</b>			<b>10,089</b>	<b>Total FY2017-2020</b>			<b>5,133</b>	<b>Total FY2021-2024</b>		<b>22,892</b>		

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 84059 Traffic Incident Management

Actl Let Date: 6/4/2009

LIMITS Broad St Intchge to Delaware State Ln

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

AQ Code:S7

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The project will include design of ITS devices along I-95 from the Delaware state line to Broad Street and along the I-476 corridor from I-95 to the St. David's interchange. The ITS devices will enable PennDOT to monitor I-95 and I-476, facilitate more efficient incident response and transportation management, and provide valuable information to travelers to improve the safety and efficiency of their experience on the I-95 corridor. The devices and locations scoped for this project will fit into PennDOT's overall I-95 Interstate ITS Completion Plan. The devices will be connected into PennDOT's fiber optic communications system and ultimately managed from PennDOT's Regional Transportation Management Center, located in the District 6-0 offices in King of Prussia, PA. The project also enhances PennDOT's cooperation and collaboration with regional stakeholders located in the study area, such as Delaware County, and the City of Philadelphia Streets Department, Sports Complex and Airport.

#### I-95, Section ITC (Delaware State 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	NHPP		80											
CON	STP		250											
		0	330	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			330	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 84318 *CMAQ Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	25											
CON	LOC		652										
CON	CAQ				74								
CON	CAQ					40,990							
CON	CAQ						30,990						
CON	CAQ							40,127					
CON	CAQ								40,990				
CON	CAQ									40,990			
CON	CAQ										40,990		
CON	CAQ											40,990	
CON	CAQ												40,990
		25	652	0	74	40,990	30,990	40,127	40,990	40,990	40,990	40,990	40,990
		Total FY2013-2016			751	Total FY2017-2020			153,097	Total FY2021-2024			163,960

MPMS# 84457 *Signal Retiming Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:X1

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: TWB/JM

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	CAQ	350											
PRA	CAQ		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			700	Total FY2017-2020			0	Total FY2021-2024			0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 86055** *I-95 ITS Extension*

**LIMITS** Broad Street to US 1

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Various

AQ Code:S7

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Design Build ITS installation project on 3 roadway sections: I-95 between Broad Street and Vine Street (I-676) in Philadelphia; I -676 between 23rd Street and I-95 in Philadelphia; and I-95 between Academy Road and US 1 in Bucks County. See MPMS #86285 for Phase II of the Bucks/Philadelphia ITS installation.

I-95 will receive 31 CCTV cameras, 11 dynamic message signs, and 54 travel time readers. I-676 will receive 3 dynamic message signs.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	347												
CON	STU	97												
CON	NHPP		16											
		<b>444</b>	<b>16</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 FY2013-2016</b>			<b>460</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 86077** *Update Travel Simulation - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:**

AQ Code:X1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	STU	1,418												
PRA	STU		870											
		<b>1,418</b>	<b>870</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 FY2013-2016</b>			<b>2,288</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 86285**      *ITS Phase II in Bucks and Philadelphia*

**LIMITS** US 1 to NJ State Line

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Various

AQ Code:S7

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:** Not SOV Capacity Adding

Design Build ITS installation project on 3 roadway sections: I-95 between US 1 and the NJ State Line in Bucks County; US 1 between the PA Turnpike and the NJ State Line in Bucks County; and SR 63 between I-95 and US 1 in Philadelphia. This project implements Phase II of the Bucks/Philadelphia ITS project. See MPMS #86055 for the I-95 Extension phase.

I-95 will receive 5 CCTV cameras, 4 dynamic message signs, and 8 travel time readers. US 1 will receive 18 CCTV cameras, 9 dynamic message signs, and 14 travel time readers. SR63 will receive 5 CCTV cameras, 2 dynamic message signs, and 6 travel time readers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	600												
		600	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			600	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 86900**      *Bridge On Demand 2009*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CONSTR

**CMP:**

Line item established to fund various structurally deficient bridges in the DVRPC Region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAL	916		250											
CON	916	1,000												
		1,000	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,250	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 87060 Stone Arch Rehab, Group D

LIMITS Various

ctl Let Date: 12/17/2009

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: CONSTR

CMP:

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-Wismer Road Over Paunacussing Creek, Bucks County

This arch structure carries Carver-Wismer 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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916	120												
		120	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			120	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 89028** *Bridge on Demand 2010*

**LIMITS** City of Philadelphia

Actl Let Date: 7/22/2010

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Philadelphia City

AQ Code:S19

**PLANNING AREA:** Core City

DOD:

**PROJECT MANAGER:** CMP:

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.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	1,920												
		1,920	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,920	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 89092** *Bridge Underpinning 2010*

**LIMITS**

Actl Let Date: 6/24/2010

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** CMP:

Addresses underpinning on various bridges in Bucks, Chester, Delaware and Montgomery Counties.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581			278										
		0	0	278	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			278	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 92182** *Expressway Service Patrol - Suburban Counties (2013-2016)*

**LIMITS** I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delaware, and Montgomery CO

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:**

AQ Code:S7

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	6,000												
CON	TOLL													
CON	TOLL													
CON	STP		125											
		<b>6,000</b>	<b>125</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 FY2013-2016</b>			<b>6,125</b>		<b>Total FY2017-2020</b>			<b>0</b>		<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 92184 Adj Box Beam Grp (J)

**LIMITS**

Est Let Date: 2/27/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:**

Box beam type bridges will be rehabilitated in Bucks, Delaware, and Montgomery Counties, which are as follows:

Tullytown Road (SR 0013) over branch of Martins Creek, in Falls Twp., Bucks County  
 Chinquapin Road (SR 2025) over Ironworks Creek, in Northampton Twp., Bucks County

Bryn Mawr Avenue (SR 1032) over Ithan Creek, in Radnor Twp., Delaware County

Skippack Pike (SR 0073) over Perkiomen Creek in Perkiomen Twp., Montgomery County  
 New Second Street (SR 2060) over Tacony Creek in Cheltenham Twp., Montgomery County

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	0	6,000	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2013-2016</b>		<b>6,000</b>		<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>		<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 92310** *Culvert Replacement Group K*

**LIMITS** Various Locations

Est Let Date: 6/19/2014

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** **CMP:**

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

- Dublin Pike (SR 0313) over Morris Run, in Hilltown Twp.
- Easton Road (SR 0611) over branch Neshaminy Creek, in Doylestown Twp.
- Aquetong Road (SR 1003) over branch of Aquetong Creek, in Solebury Twp.
- Hulmeville Road (SR2027) over Chubb Run, in Langhorne Manor Borough
- Old Lincoln Highway (SR 2037) over branch Neshaminy Creek, in Bensalem Twp.
- Almshouse Road (SR 2089) over branch Neshaminy Creek, in Warwick Twp.
- Main Street/Bethlehem Pike (SR 4013) over Wertz Creek, in Sellersville Borough
- Rocky Ridge Road (SR 4045) over Branch Tohickon Creek, in Richland Twp.
- Richlandtown Pike (SR 4047) over Cooks Creek, in Springfield Twp.
- State Road (SR 4067) over branch Cooks Creek, in Springfield Twp.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	0	4,192	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		4,192				0				0			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 92311 Culvert Replace Group (L)

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Various

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** HNTB/NV

**CMP:**

Funds will be used for the following culvert replacement and the replacement of various bridges in critical condition in Chester, Delaware, and Montgomery Counties:

- Doe Run Road (SR 0082) over branch Sucker Run, in East Fallowfield Twp., Chester County
- Creek Road (SR 0282) over branch Brandywine Creek, in East Brandywine Twp., Chester County
- Bondsville Road (SR 0340) over branch Beaver Creek, in Caln Twp., Chester County
- Whitehorse Road (SR 1003) over branch Pickering Creek, in Schuylkill Twp., Chester County
- Clay Creek Road (SR 3011) over Tributary East branch White Clay Creek, in Franklin Township, Chester County
- MacDade Boulevard (SR 2006) over branch Munckinipattus Creek, in Glenolden Borough, Delaware County
- Second Avenue (SR 4015) over branch of Mingo Creek, in Upper Providence Township, Montgomery County

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

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	581		2,853														
		0	2,853	0	0	0	0	0	0	0	0	0	0				
		Total FY2013-2016		2,853		Total FY2017-2020				0				Total FY2021-2024		0	



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 95447**      *Local Bridge Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This line item sets aside funding allocated for locally owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time.

The funding will be split between 80% State and 20% Local.

Woodland Avenue over SEPTA will be programed with 100% federal funds, for preliminary engineering, final design, and construction (in Later Fiscal Years) to allow SEPTA to manger the project on behalf of the City of Philadelphia.

Anticipate programming and costs of projects include:

#### Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FY14 FD \$59,000, FY14 CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project.

-Cook's Creek Bridge (MPMS #98220) in Springfield Township, FY16 PE \$325,000, FY16 FD \$400,000, FY20 ROW \$100,000, FY20 UTL \$60,000, FY22 CON \$2,500,000. Total Cost: \$3,385,000.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221) in Nockamixon Township, FY16 PE \$300,000. FY19 FD \$375,000, FY21 ROW \$90,000, FY22 UTL \$50,000, FY24 CON \$2,000,000. The total cost of this project is \$2,815,000.

#### Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FY14 FD \$120,000, FY14 ROW \$31,000, FY14 CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project;

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, FY14 PE \$300,000, FY15 FD \$300,000. FY20 ROW \$75,000, FY22 CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, FY15 PE \$300,000, FY18 FD \$200,000, FY20 ROW \$40,000, FY22 CON \$1,400,000. The total cost of this project is \$1,940,000.

#### Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, FY14 PE \$350,000, FY15 FD \$300,000, FY18 ROW \$25,000, FY19 UTL \$25,000, FY21 CON \$900,000 The total cost of this project is \$1,600,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, FY14 PE \$460,000, FY18 FD \$300,000, FY20 ROW \$40,000, FY21 \$100,000, FY22 CON 1,500,000. The total cost of this project is \$2,400,000.

-Mulford Bridge (MPMS #98218) in Glenolden Borough, FY16 PE \$231,000, FY18 PE \$169,000, FY19 FD \$300,000, FY23 \$40,000, FY23 UTL \$100,000, FY24 CON \$100,000.The total cost of this project is \$1,840,000.

#### Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, FY14 PE \$350,000, FY18 FD \$300,000, FY21 ROW \$25,000, FY22 UTL \$50,000, FY24 CON \$850,000. The total cost of this project is \$1,575,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FY16 FD \$143,000, FY16 CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FY16 FD \$350,000, FY16 CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project.

-Store Road Bridge (MPMS #98228) in Lower Salford Township FY16 PE \$11,000, FY16 FD \$80,000, FY16 CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project.

#### City of Philadelphia

-59th Street over Amtrak (MPMS #98229) FY14 PE \$960,000, FY18 FD \$640,000, FY24 CON \$8,000,000. The total cost of this project is \$9,600,000;

-Woodland Avenue over SEPTA (MPMS #98232) FY14 PE of \$480,000, FY15 FD \$320,000, FY18 CON \$952,000, FY19 CON \$2,000,000, FY20 CON \$464,000, FY21 CON \$584,000. The total cost of this project is \$4,800,000.

-Tabor Road over Tacony Creek (MPMS #98230) FY15 PE \$240,000, FY18 FD \$160,000, FY24 CON \$2,000,000. The total cost of this project is \$2,400,000.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	183		1,170										

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Various

CON LOC			340																		
CON 183				2,117																	
CON LOC				292																	
CON 183						2,578															
CON LOC						644															
CON 185							2,197														
CON LOC							549														
CON 185								2,160													
CON LOC								540													
CON 185									623												
CON LOC									156												
CON 185										1,359											
CON LOC										340											
CON 185											5,923										
CON LOC											1,481										
CON 185																			112		
CON LOC																			28		
CON 185																				11,080	
CON LOC																				2,770	
CON 185																					
CON LOC																					
<b>Total FY2013-2016</b>	<b>0</b>	<b>1,510</b>	<b>2,409</b>	<b>3,222</b>	<b>0</b>	<b>2,746</b>	<b>2,700</b>	<b>779</b>	<b>1,699</b>	<b>7,404</b>	<b>140</b>	<b>13,850</b>									
<b>Total FY2017-2020</b>								<b>6,225</b>													
<b>Total FY2021-2024</b>													<b>23,093</b>								

MPMS# 96072 Ches/Del/MontCo.Deck Seal

**LIMITS**

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

AQ Code:S10

PLANNING AREA:

DOD:

PROJECT MANAGER: Plans/C. Veiga

CMP:

This is a preventative maintenance project that contains various structures in Chester, Delaware and Montgomery Counties for bridge deck sealing.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	TOLL												
CON	NHPP		2,500										
		0	2,500	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>			<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>				
				2,500				0					0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 96190**      *All-Weather Pavement Marking (AWPM) Program - SFY 2012-2013*

**LIMITS**      No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:**      AQ Code:S6

**PLANNING AREA:**      DOD:

**PROJECT MANAGER:**      **CMP:**

This project is for 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.

Between 2001 and 2009 PennDOT was legislatively mandated to spend at least \$4 million per year for the installation and maintenance of All-Weather Pavement Markings on interstate highways and other state roadways as determined by PennDOT. Since 2010 there has been no language in the budget regarding the All-Weather Pavement Markings Program. The Bureau of Highway Safety & Traffic Engineering as well as the District desire to continue the AWPM program with an emphasis on a "maintenance first" policy that replaces missing, damaged, or ineffective lenses. Consideration of new AWPM locations will be based on the following prioritized areas: gaps on interstates and freeways, bridge decks greater than 200 feet (where approaches have existing RPM's), median barriers in narrow medians on the NHS, crash cluster areas (state designated highways), severe fog areas and other locations determined by the district.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	380												
CON	STU	40												
		<b>420</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 FY2013-2016</b>			<b>420</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

**MPMS# 96313**      *SEPTA GenSet Repower FLEX*

**LIMITS** System-wide      No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various      AQ Code:M3

**PLANNING AREA:**      DOD:

**PROJECT MANAGER:** SEPTA      **CMP:**

Operating out of Wayne Junction Yard in the Germantown/Nicetown section of the City of Philadelphia, the locomotive operates throughout SEPTA's five-county service area. Funding will repower the diesel locomotive 51 with a Cummins QSK 19 dual generator set (GenSet) engine. The proposed engine to be repowered, "Locomotive 51," is a switcher style locomotive that is owned and operated by SEPTA. The services performed by this work train are important to the SEPTA system and include the following: maintenance and repair of tracks and catenaries, rail cleaning, rescuing disabled passenger trains, and shop-shifting (moving locomotives in and around maintenance repair shops). GenSet locomotives utilize power more efficiently, consume fuel at lower rates (especially when idling), and can be implemented immediately.

Project was approved as part of the FY 2012 DVRPC CMAQ Competitive Program. Funding will be flexed to the FTA/Transit. Local funds will be provided from MPMS# 60582 - Vehicle Overhaul Program on the Transit Element of the TIP.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	FLEX	1,280												
CON	OTH	320												
		<b>1,600</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 FY2013-2016</b>			<b>1,600</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 97311** *Transportation Community Development Initiative (TCDI) Administration*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

AQ Code:X1

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** DVRPC

**CMP:** Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	TOLL													
PRA	STU	100												
PRA	TOLL													
PRA	STU		100											
		100	100	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			200	Total FY2017-2020				0	Total FY2021-2024			0

**MPMS# 99717** *All-Weather Pavement Markings Program 2014*

New

**LIMITS**

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:**

AQ Code:S11

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:**

The All-Weather Pavement Markings (AWPM) program provides critical, visual guidance to all motorists travelling on Pennsylvania's interstates and freeways. When other pavement markings fail on these roadways, AWPMs provide wet-night reflectivity. The program includes the installation and maintenance of AWPMs on all Interstate highways and other State roadways at locations determined by PennDOT, including Preformed Wet Reflective Striping tape (PWRST), Grooved in Triple Drop durable markings, as well as Recessed Pavement Markings (RPM) (for existing locations only).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHPP		434											
		0	434	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			434	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102118** *Intersection Safety Implementation Program*

**LIMITS** Region Wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S6

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:**

Funding will be provided to allow District 6-0 to advertise a design/build project for "Intersection Safety Implementation Plan" (ISIP) to address the top ranked feasible locations within each of five countermeasure categories. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List (HCL). A GIS map will be utilized to overlay the ISIP/RSIP (Rural Safety Innovation Program)/HCL locations which will result in the addressing of safety needs on a corridor basis for highest efficiency.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	HSIP		200												
CON	HSIP		1,200												
		0	1,400	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		1,400			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

**MPMS# 102119** *Wrong Way Entry Program*

**LIMITS** Region Wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S6

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:**

Funding for this program will allow District 6-0 to advertise a design/build project for enhanced "WRONG WAY Entry" signing / pavement marking upgrades at 37 District expressway off ramps with high occurrences of wrong way entries. The District will identify a typical set of improvements for each of the ramps from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. These types of incidences usually lead to severe consequences, and this project will address the top ranked fatal and major injury crash locations in District 6-0.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	HSIP		300												
		0	300	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2013-2016</b>		300			<b>Total FY2017-2020</b>				0				<b>Total FY2021-2024</b>		0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102132** *Roadway Departure Safety Implementation Program*

**LIMITS** Region Wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S6

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:**

Funding will be provided to allow a District-wide Roadway Departure Implementation Plan (RDIP) to address the top ranked feasible locations within each of the eight countermeasure categories. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP		200											
CON	HSIP		2,200											
		0	2,400	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		2,400		Total FY2017-2020			0			Total FY2021-2024		0

**MPMS# 102572** *High Friction Surfaces*

New

**LIMITS** Various high-crash roadway curves in District 6-0

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Various

AQ Code:S2

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

This project was selected by District 6-0 Traffic Unit and Bureau of Highway Traffic Safety District and approved for HSIP funding by PennDOT's Central Office Safety Engineering and Risk Management section among a series of low/mid-cost systematic safety improvement projects. High Friction Surface projects were approved based on an analysis of crash locations that have a history of slide-off-the-road crashes. Funds will provide for the installation of high friction surfaces (HFS) (or the highest level of skid resistance) on top of existing roadway to decrease the number of crashes along high crash roadway curves throughout the DVRPC five-county region in Pennsylvania. Applying HFS contributes to vehicular safety by helping motorists maintain better control in dry and wet driving conditions, particularly at locations where they may brake excessively (e.g., when driving around a curve).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	HSIP		2,445											
		0	2,445	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		2,445		Total FY2017-2020			0			Total FY2021-2024		0

Total For Various	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$62,898	\$65,210	\$46,774	\$59,055	\$233,937	\$329,203	\$601,009

Transit Program  
for the  
FY2013 Transportation Improvement Program (TIP)  
for  
Pennsylvania

A decorative graphic consisting of a solid blue horizontal band. On the right side of this band, there are several overlapping, semi-transparent, curved shapes in various shades of blue, creating a sense of motion or a stylized wave pattern.

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## Montgomery

MPMS# 90680 *Ardmore Transit Center Line Item*

LIMITS Ardmore Transit Center

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP:

This line item includes funding for the improvement of Ardmore Transit Center.

This line item will allow the advance of other phases, Preliminary Engineering, Final Design, Utility, Right-Of-Way, and Construction, to draw down funds when appropriate. This project will use Redevelopment Assistance Capital Program (RACP) funds.

See MPMS# 95401 and 73214

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	OTH	15,500												
		15,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			15,500	Total FY2017-2020				0	Total FY2021-2024			0

Total For Montgomery	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$15,500	\$0	\$0	\$0	\$15,500	\$0	\$0



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### PennDOT

MPMS# 82860 FTA SECTION 5310 PROGRAM

Return

LIMITS Capital Assistance for Transportation of

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

Capital Assistance for Purchase of Accessible Small Transit Vehicles Section 5310 Program

The Section 5310 program is intended to support the provision of transportation services for elderly persons and persons with disabilities who cannot be reasonably accommodated by conventional public transportation services. The program provides an opportunity for private non profit organizations and designated public agencies to apply for State-administered Federal capital assistance to pay 80% of the purchase costs of new wheel chair accessible vehicles and other related transportation equipment. The remaining 20% must be provided by the applicant.

Total programmed in FY13 - \$1,705,600  
(\$1,364,480 FTA -5310/\$341,120 Local Match)

The 4 agencies receiving funds are:

Bucks County

-Bucks County Transport, Inc - funds to be used for the purchase of 10 replacement buses - \$580,000 (\$646,000 FTA -5310/\$116,000 Local Match)

Chester County

-County of Chester - funds to be used for the purchase of 6 replacement buses - \$370,000 (\$296,000 FTA-5310/\$74,000 Local Match)

Delaware County

-Community Transit of Delaware County, Inc. - funds to be used for the purchase of 4 replacement buses - \$211,600 (\$169,280 FTA-5310/\$42,230 Local Match)

Montgomery County

-Suburban Transit Network, Inc - funds to be used for the purchase of 8 replacement buses - \$544,000 (\$435,200 FTA-5310/\$108,800 Local Match)

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5310	1,365												
CAP	LOC	341												
		1,706	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2013-2016</b>			1,706	<b>Total FY2017-2020</b>				0	<b>Total FY2021-2024</b>			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### PennDOT

MPMS# 87534 Coatesville Train Station SR:0030

LIMITS North Third Avenue and Fleetwood Street

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M8

PLANNING AREA:

DOD:

PROJECT MANAGER: W/DVRPC/LS

CMP:

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

Companion projects include a \$1,300,323 minor rehabilitation of the existing train station building for sustainable alternative. These improvements will be funded with a \$1,000,000 FTA earmark to the City, already in a grant, plus \$300,323 TE funds (see MPMS# 71195). This is in addition to \$977,500 (Home Town Streets/Safe Routes to School, MPMS# 79210) for streetscape improvements on Third Avenue from the station to Lincoln Highway. Transit Oriented Development is planned to integrate with and support the new train station.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public highway grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. Speed on the line is now up to 110 mph.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5309		4,000											
CON	1516		1,000											
CON	5307			6,000										
CON	5309			6,000										
CON	1516			3,000										
		0	5,000	15,000	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			20,000		Total FY2017-2020			0		Total FY2021-2024		0

Total For PennDOT	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$1,706	\$5,000	\$15,000	\$0	\$21,706	\$0	\$0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

AQ Code:M1

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY13 - FY16 include:

FY 2013

Transit Admin Vehicle - \$35,000

(ITS) Farebox System Upgrade - \$50,000

FY2014

(ITS) Dianostic Upgrade - \$60,000

FY2015

Intermodal Transit Facility Improvements - \$55,000

FY2016

(ITS) Bus Timing Prediction Technology - \$45,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	5307	688											
OP	1513	940											
OP	LOC	64											
OP	5307		688										
OP	1513		940										
OP	LOC		64										
OP	5307			689									
OP	1513			940									
OP	LOC			64									
OP	5307				690								
OP	1513				940								
OP	LOC				64								
OP	5307					750							
OP	1513					940							
OP	LOC					64							
		1,692	1,692	1,693	1,694	1,754	0	0	0	0	0	0	0
		Total FY2013-2016			6,771	Total FY2017-2020			1,754	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## Pottstown

MPMS# 95739 *Transportation Capital Improvements*

**LIMITS**

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:**

AQ Code:M4

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 9A, 16A

This project covers the transit capital projects for basic improvements to the Pottstown Area Rapid Transit System. Capital projects include FY13, Transit Admin Vehicle, (\$35,000) and ITS Farebox System Upgrade, (\$50,000), FY14 ITS Diagnostic Upgrade, (\$60,000), FY15 Intermodal Transit Facility Improvements, (\$55,000) and FY16 ITS Bus Timing Prediction Technology, (\$45,000).

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	34											
CAP	1517	50											
CAP	LOC	1											
CAP	5307		58										
CAP	LOC		2										
CAP	5307			53									
CAP	LOC			2									
CAP	1517				45								
		<b>85</b>	<b>60</b>	<b>55</b>	<b>45</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 FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		245				0				0			

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
<b>Pottstown</b>	\$1,777	\$1,752	\$1,748	\$1,739	\$7,016	\$1,754	\$0

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030**

**LIMITS** Villanova Station in Delaware County

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Radnor Township

AQ Code:A2

**PLANNING AREA:** Developed Community

DOD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 2C, 7B

This project includes the design and phased construction of accessibility improvements at Villanova Station. The total project cost is \$23.7 million.

SEPTA will use prior year funds and funds programmed in FY 2014 to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$9,180,000. Phase I of the project provides for the construction of a pedestrian underpass, ramps and stairs, as well as preliminary engineering/design of the entire Villanova Intermodal Station project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program. The budget for future phases is \$14,520,000. Pending availability of additional capital funds, future phases will include the construction of high level platforms on each side of the tracks to allow complete access to both sides of the rail line. Future improvements 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. The unfunded phases of this project are included in the Illustrative List of Unfunded Projects (MPMS #15407).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307													
CON	1514 BON													
CON	LOC													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

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

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAL	5307	15,267											
CAL	5309	6,946											
CAL	1517	6,780											
CAL	5307		17,744										
CAL	5309		6,383										
CAL	1517												
CAL	1514 BON		7,148										
CAL	LOC		289										
CAL	5307			11,357									
CAL	5309			12,178									
CAL	1517			7,191									
CAL	5309				24,346								
CAL	1517				7,418								
CAL	5309					25,018							
CAL	1517					7,609							
CAL	5309						25,750						
CAL	1517						7,804						
CAL	5307							5,459					
CAL	5309							21,077					
CAL	1517							8,000					
CAL	5307								5,679				
CAL	5309								21,592				
CAL	1517								8,184				
CAL	5307									5,678			
CAL	5309									21,593			
CAL	1517									8,184			
CAL	5307										5,679		
CAL	5309										21,592		
CAL	1517										8,184		
CAL	5307											5,680	
CAL	5309											21,591	
CAL	1517											8,184	
CAL	5307												5,679
CAL	5309												21,592
CAL	1517												8,184
		28,993	31,564	30,726	31,764	32,627	33,554	34,536	35,455	35,455	35,455	35,455	35,455
		Total FY2013-2016		123,047		Total FY2017-2020		136,172		Total FY2021-2024		141,820	



# DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M2

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent on the vehicle's age, condition and usage within the Authority.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	2,400											
CAP	1514 BON	581											
CAP	LOC	19											
CAP	5307		2,800										
CAP	1514 BON		678										
CAP	LOC		22										
CAP	5307			2,400									
CAP	1514 BON			581									
CAP	LOC			19									
CAP	5307				2,400								
CAP	1514 BON				581								
CAP	LOC				19								
CAP	5307					2,400							
CAP	1514 BON					581							
CAP	LOC					19							
CAP	5307						2,400						
CAP	1514 BON						581						
CAP	LOC						19						
CAP	5307							2,400					
CAP	1514 BON							581					
CAP	LOC							19					
CAP	5307								2,400				
CAP	1514 BON								581				
CAP	LOC								19				
CAP	5307									2,400			
CAP	1514 BON									581			
CAP	LOC									19			
CAP	5307											2,400	
CAP	1514 BON											581	
CAP	LOC											19	
CAP	5307												2,400
CAP	1514 BON												581
CAP	LOC												19
		3,000	3,500	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
		Total FY2013-2016		12,500		Total FY2017-2020		12,000		Total FY2021-2024		12,000	



# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60255**      **Regional Rail Signal Modernization Program**

**LIMITS** System-wide railroad facilities

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:M6

**PLANNING AREA:**

DOD: 6

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

This project provides for the modernization of the signal system on SEPTA's Regional Rail system. The Automatic Train Control (ATC) System will be installed on the Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

In addition, an Advanced Civil Speed Enforcement System (ACSES) will be layered onto the ATC on all SEPTA-owned Regional Rail lines. Working in unison, these two systems will provide the functionality of a Positive Train Control System (PTC) that the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure interoperability with Amtrak and the various freight carriers.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new combined signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

Prior year funds supported modernization of the Doylestown, Warminster, and Chestnut Hill East lines. Current TIP funding will support implementation of the Cynwyd, Norristown, and Chestnut Hill West lines. Projects currently programmed include but are not limited to:

- Cynwyd Line Signals, Specialwork and ROW improvements - \$8.2 million (Prior years, FY 2013-2015)
- Norristown Line Signals, Specialwork and ROW improvements - \$29.2 million (Prior years, FY 2013-2014)
- Chestnut Hill West Line Signals, Interlocking and ROW improvements - \$14.9 million (Prior years, FY 2013)
- Positive Train Control (PTC) - \$157 million (Prior years, FY 2013-2016)

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	5,889											
CAP	5309	39,336											
CAP	1514 BON	10,942											
CAP	1517	6,131											
CAP	LOC	364											
CAP	5307		5,850										
CAP	5309		36,639										
CAP	1517		378										
CAP	1514 BON		10,279										
CAP	LOC		190										
CAP	5307			250									
CAP	5309			30,109									
CAP	1514 BON			7,344									
CAP	1517			4,222									
CAP	LOC			245									
CAP	5309				2,788								
CAP	1514 BON				675								
CAP	LOC				22								
		<b>62,662</b>	<b>53,336</b>	<b>42,170</b>	<b>3,485</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 FY2013-2016</b>		<b>161,653</b>		<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>0</b>			

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

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 the Race-Vine Station project is \$7.5 million. New Freedom funding in the amount of \$3.8 million was provided in prior years. Section 5307 funding in the amount of \$2.14 million is programmed in this MPMS (#60271) in Fiscal Years 2013 and 2014. Additional New Freedom funding in the amount of \$1.55 million is anticipated in FY 2014. The anticipated FY 2014 New Freedom funding will be programmed upon approval by the Delaware Valley Regional Planning Commission (DVRPC) Board.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307								800					
CON	1514 BON								194					
CON	LOC								6					
CON	5307									800				
CON	1514 BON									194				
CON	LOC									6				
CON	5307										800			
CON	1514 BON										194			
CON	LOC										6			
CON	5307											800		
CON	1514 BON											194		
CON	LOC											6		
CON	5307												800	
CON	1514 BON												194	
CON	LOC												6	
		0	0	0	0	0	0	0	1,000	1,000	1,000	1,000	1,000	
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>1,000</b>	<b>Total FY2021-2024</b>			<b>4,000</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60275 *Debt Service*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

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

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA for the following debt service payments:

- 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.

- Payments on Special Revenue Bonds, Series 2010. These bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds.

- Payment on Capital Grant Receipts Bonds, Series FY 2011. The FY 2011 bonds are being used for the procurement of 120 new railcars (the Silverliner Vs) and the rehabilitation of the Wayne Junction Intermodal Facility.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
DS	PTAF 44	32,918											
DS	5309	13,656											
DS	1517	3,414											
DS	LOC	1,134											
DS	5309		13,656										
DS	PTAF 44		32,967										
DS	1517		3,414										
DS	LOC		1,136										
DS	5309			13,654									
DS	PTAF 44			32,917									
DS	1517			3,413									
DS	LOC			1,134									
DS	PTAF 44				32,853								
DS	5309				13,657								
DS	1517				3,414								
DS	LOC				1,132								
DS	5309					13,656							
DS	PTAF 44					32,841							
DS	1517					3,414							
DS	LOC					1,131							
DS	5309						13,656						
DS	PTAF 44						32,758						
DS	1517						3,414						
DS	LOC						1,128						
DS	PTAF 44							32,708					
DS	5309							13,655					
DS	1517							3,414					
DS	LOC							1,127					
DS	5309								13,656				
DS	PTAF 44								25,399				
DS	1517								3,414				
DS	LOC								875				

# DVRPC FY 2013-2016 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

DS	5309									13,654			
DS	PTAF 44									25,341			
DS	1517									3,414			
DS	LOC									873			
DS	PTAF 44										12,998		
DS	5309										13,656		
DS	1517										3,414		
DS	LOC										448		
DS	5309											13,658	
DS	PTAF 44											12,938	
DS	1517											3,414	
DS	LOC											446	
DS	5309												13,655
DS	PTAF 44												12,936
DS	1517												3,414
DS	LOC												446
		51,122	51,173	51,118	51,056	51,042	50,956	50,904	43,344	43,282	30,516	30,456	30,451
		Total FY2013-2016		204,469		Total FY2017-2020		196,246		Total FY2021-2024		134,705	

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	5307	21,223											
OP	5309	14,771											
OP	LOC	8,999											
OP	5307		25,450										
OP	5309		10,752										
OP	LOC		9,050										
OP	5307			21,065									
OP	5309			15,357									
OP	LOC			9,105									
OP	5307				12,476								
OP	5309				24,179								
OP	LOC				9,164								
OP	5307					8,000							
OP	5309					28,900							
OP	LOC					9,225							
OP	5307						6,988						
OP	5309						30,170						
OP	LOC						9,289						
OP	5307							11,783					
OP	5309							25,648					
OP	LOC							9,358					
OP	5307								12,106				
OP	5309								25,613				
OP	LOC								9,430				
OP	5307									12,106			
OP	5309									25,613			
OP	LOC									9,430			
OP	5307										12,106		
OP	5309										25,613		
OP	LOC										9,430		
OP	5307											16,327	
OP	5309											21,392	
OP	LOC											9,430	
OP	5307												17,369
OP	5309												20,350
OP	LOC												9,429
		<b>44,993</b>	<b>45,252</b>	<b>45,527</b>	<b>45,819</b>	<b>46,125</b>	<b>46,447</b>	<b>46,789</b>	<b>47,149</b>	<b>47,149</b>	<b>47,149</b>	<b>47,149</b>	<b>47,148</b>
		<b>Total FY2013-2016</b>		<b>181,591</b>		<b>Total FY2017-2020</b>		<b>186,510</b>		<b>Total FY2021-2024</b>		<b>188,595</b>	

# DVRPC FY 2013-2016 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60335**      **City Hall Station / 15th Street Station Rehabilitation**

**LIMITS** City Hall / 15th Street Station in Philadelphia No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Center City Philadelphia AQ Code:M8

**PLANNING AREA:** DOD:

**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 10A, 14A

SEPTA's City Hall Station / 15th Street Station project will provide for phased renovations of City Hall Station and 15th Street Station, which together serve as a major transit hub in Center City Philadelphia. At these stations, customers can make connections between the Broad Street Line, Market-Frankford Subway-Elevated Line, and trolley lines. Connections with Regional Rail and bus lines are also located nearby. Due to their age and deteriorating condition, City Hall and 15th Street Stations require renovations to bring the stations to a state of good repair, improve accessibility, and reduce heavy maintenance costs. The total project cost is \$142 million.

Funding in the amount of \$24.4 million was provided in prior fiscal years. SEPTA is using prior year funds to advance the Early Action (Dilworth Plaza) phase of the City Hall Station / 15th Street Station project. Prior year funds programmed in MPMS #60335 supported design. Prior year funds programmed in MPMS #92394, the Dilworth Plaza Project, supported construction of the Early Action (Dilworth Plaza) phase.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until FY 2023. Funding in the amount of \$38.6 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$79 million will be programmed in later fiscal years. Future phases of the project (pending availability of capital funds) may include the following elements:

**15th Street Station (Phase II):**

- Accessibility improvements to bring the station into ADA compliance, with new elevators to provide access to the platforms, and repair/replacement of stairs
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare collection areas
- New architectural finishes and lighting, Audio-Visual Public Address (AVPA) and fire alarm systems

**City Hall Station (Phase III):**

- Accessibility improvements to bring the station into ADA compliance, with new elevators and rehabilitated or replaced staircases, corridors, and ramps
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare lines and pedestrian interchanges, and removal of out-of-service mezzanines
- New fare collection areas and new ventilation shaft for natural ventilation
- New lighting, signs, AVPA, fire alarm, and security systems

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307											6,049		
CON	5309											6,400		
CON	1514 BON											3,012		
CON	LOC											101		
CON	5307												10,400	
CON	5309												8,000	
CON	1514 BON												4,452	
CON	LOC												149	
CON	LOC													
		0	0	0	0	0	0	0	0	0	0	15,562	23,001	
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>		<b>Total FY2021-2024</b>		<b>38,563</b>

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60557 System Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality.

Projects include but are not limited to:

- City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013)
- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing
- Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	3,200											
CAP	1514 BON	774											
CAP	LOC	26											
CAP	5307		1,600										
CAP	1514 BON		305										
CAP	LOC		13										
CAP	5307			800									
CAP	5309			6,000									
CAP	1514 BON			387									
CAP	LOC			55									
CAP	5307				800								
CAP	5309				11,760								
CAP	1514 BON				3,039								
CAP	LOC				101								
CAP	5307					800							
CAP	5309					4,400							
CAP	1514 BON					1,258							
CAP	LOC					41							
CAP	5307						800						
CAP	5309						3,040						
CAP	1514 BON						929						
CAP	LOC						31						
CAP	5307							800					
CAP	1514 BON							194					
CAP	LOC							6					
CAP	5307								800				
CAP	1514 BON								194				
CAP	LOC								6				
CAP	5307									800			
CAP	1514 BON									194			
CAP	LOC									6			
CAP	5307										800		
CAP	1514 BON										194		
CAP	LOC										6		
CAP	5307											800	
CAP	1514 BON											194	
CAP	LOC											6	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

CAP 5307													800
CAP 1514 BON													194
CAP LOC													7
	4,000	1,918	7,242	15,700	6,499	4,800	1,000	1,000	1,000	1,000	1,000	1,000	1,001
	Total FY2013-2016			28,860	Total FY2017-2020			13,299	Total FY2021-2024			4,001	

**MPMS# 60571** *Environmental Cleanup and Protection Program*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:S2

**PLANNING AREA:**

DOD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This program provides for environmental clean up and protection activities including remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also funded under this program. The project also includes activities that will reduce SEPTA's environmental footprint.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	1514 BON	290											
CON	LOC	10											
CON	1514 BON		967										
CON	LOC		33										
CON	1514 BON			290									
CON	LOC			10									
CON	1514 BON				290								
CON	LOC				10								
CON	1514 BON					290							
CON	LOC					10							
CON	1514 BON						290						
CON	LOC						10						
CON	1514 BON							290					
CON	LOC							10					
CON	1514 BON								290				
CON	LOC								10				
CON	1514 BON									290			
CON	LOC									10			
CON	1514 BON										290		
CON	LOC										10		
CON	1514 BON											290	
CON	LOC											10	
		300	1,000	300	300	300	300	300	300	300	300	300	300
		Total FY2013-2016			1,900	Total FY2017-2020			1,200	Total FY2021-2024			1,200



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 60574 Paoli Transportation Center**

**LIMITS** Paoli Transportation Center in Chester County

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Tredyffrin Township

AQ Code:FYN

**PLANNING AREA:** Growing Suburb

DOD: 1

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

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 total project cost is \$44.9 million.

SEPTA is using prior year funds in the amount of \$7,610,000 to advance engineering/design of the complete Paoli Transportation Center project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2017. Funding in the amount of \$23,000,000 is programmed in Fiscal Years 2017-2018. Additional funding in the amount of \$14,290,000 will be programmed in later fiscal years. Pending availability of capital funds, the project includes the construction of an intermodal station facility complete with high-level platforms, a waiting area, ticket office and passenger amenities; construction of a new commuter parking facility and bus facilities; reconfiguration of access roads and entrances to the station; construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and reconfiguration of the track/interlocking to accommodate the new transportation center.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307					9,136							
CAP	1514 BON					2,210							
CAP	LOC					74							
CAP	5307						9,264						
CAP	1514 BON						2,241						
CAP	LOC						75						
CAP	LOC												
		0	0	0	0	11,420	11,580	0	0	0	0	0	0
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>		<b>23,000</b>		<b>Total FY2021-2024</b>		<b>0</b>	

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M3

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Vehicle Overhaul Program provides for the major overhaul of SEPTA's rolling stock. A vehicle must receive periodic overhauls if it is to achieve, or exceed, its full, useful service life. Prudent fleet management requires a program of heavy maintenance and overhauls for optimal fleet reliability, service quality, cost efficiency, and passenger comfort. The advanced scheduling of vehicle overhauls allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Each vehicle type undergoes its own specialized overhaul program and campaign work. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	16,607											
CAP	5309	26,512											
CAP	1514 BON	9,641											
CAP	LOC	348											
CAP	5307		18,634										
CAP	5337		4,630										
CAP	5309		29,419										
CAP	1514 BON		12,360										
CAP	LOC		406										
CAP	5307			16,243									
CAP	5309			15,590									
CAP	1514 BON			26,810									
CAP	LOC			843									
CAP	5307				14,347								
CAP	5309				16,158								
CAP	1514 BON				25,696								
CAP	LOC				856								
CAP	5307					7,800							
CAP	5309					22,514							
CAP	1514 BON					25,873							
CAP	LOC					863							
CAP	5307						8,243						
CAP	5309						21,872						
CAP	1514 BON						26,064						
CAP	LOC						868						
CAP	5307							17,078					
CAP	5309							12,821					
CAP	1514 BON							26,267					
CAP	LOC							875					
CAP	5307								17,608				
CAP	5309								12,056				
CAP	1514 BON								26,457				
CAP	LOC								882				
CAP	5307									16,018			
CAP	5309									13,650			
CAP	1514 BON									26,459			
CAP	LOC									882			
CAP	5307										18,106		
CAP	5309										11,627		

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## SEPTA

CAP 1514 BON									26,475			
CAP LOC									883			
CAP 5307										12,560		
CAP 5309										17,213		
CAP 1514 BON										26,486		
CAP LOC										883		
CAP 5307											10,705	
CAP 5309											19,058	
CAP 1514 BON											26,483	
CAP LOC											883	
	<b>53,108</b>	<b>65,449</b>	<b>59,486</b>	<b>57,057</b>	<b>57,050</b>	<b>57,047</b>	<b>57,041</b>	<b>57,003</b>	<b>57,009</b>	<b>57,091</b>	<b>57,142</b>	<b>57,129</b>
	<b>Total FY2013-2016</b>		<b>235,100</b>		<b>Total FY2017-2020</b>		<b>228,141</b>		<b>Total FY2021-2024</b>		<b>228,371</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M10

PLANNING AREA:

DOD:

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

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5307	3,448											
PUR	1514 BON	835											
PUR	LOC	27											
PUR	5307		4,000										
PUR	1514 BON		968										
PUR	LOC		32										
PUR	5307			4,000									
PUR	1514 BON			968									
PUR	LOC			32									
PUR	5307				4,000								
PUR	1514 BON				968								
PUR	LOC				32								
PUR	5307					4,800							
PUR	1514 BON					1,161							
PUR	LOC					39							
PUR	5307						4,800						
PUR	1514 BON						1,161						
PUR	LOC						39						
PUR	5307							4,800					
PUR	1514 BON							1,161					
PUR	LOC							39					
PUR	5307								4,800				
PUR	1514 BON								1,161				
PUR	LOC								39				
PUR	5307									4,800			
PUR	1514 BON									1,161			
PUR	LOC									39			
PUR	5307										4,800		
PUR	1514 BON										1,161		
PUR	LOC										39		
PUR	5307											4,800	
PUR	1514 BON											1,161	
PUR	LOC											39	
PUR	5307												4,800
PUR	1514 BON												1,161
PUR	LOC												39
		4,310	5,000	5,000	5,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2013-2016		19,310		Total FY2017-2020		24,000		Total FY2021-2024		24,000	

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M5

PLANNING AREA:

DOD:

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

The New Payment Technologies 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 and will be reloadable on-line.

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 Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will 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 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.

The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone and customer support system, and pilot testing of the NPT system. Phase 2 will include the deployment of the system on the Trolley, Heavy Rail and Bus fleets and pilot testing on Regional Rail. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed.

Companion projects supporting the NPT project include: Bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; new fare lines at five downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Subway-Elevated fare line improvements; Market-Frankford fare line improvements; zone offices to monitor fare lines and assist passengers; elevator control modifications for paid/unpaid elevators; and remote Railroad station waiting room security. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$18.7 million was provided in prior years. Funding in the amount of \$210.1 million is programmed in Fiscal Years 2013-2018.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	1,280											
CON	1514 BON	310											
CON	LOC	10											
CON	5307			16,598									
CON	1514 BON			3,135									
CON	LOC			104									
CON	5307				35,394								
CON	1517				5,558								
CON	1514 BON				8,563								
CON	LOC				285								
CON	5307					48,017							
CON	1514 BON					11,617							
CON	1517					5,379							
CON	LOC					387							
CON	5307						51,786						
CON	1514 BON						12,529						
CON	1517						5,267						
CON	LOC						418						

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## SEPTA

1,600	0	19,837	49,800	65,400	70,000	0	0	0	0	0	0
Total FY2013-2016		71,237		Total FY2017-2020		135,400		Total FY2021-2024		0	

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60629**      *Job Access and Reverse Commute (JARC) and New Freedom*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:20130

**PLANNING AREA:**

DOD:

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

Job Access and Reverse Commute, and New Freedom 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 135,000 trips are made on the Southeastern Pennsylvania regional job access routes.

The New Freedom Program provides funding for 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	JARC	2,172											
OP	NF	1,329											
OP	NF-S	319											
OP	JARC-S	3,172											
OP	LOC	5											
OP	JARC		2,155										
OP	NF		1,345										
OP	JARC-S		4,259										
OP	NF-S		319										
OP	NF			1,322									
OP	JARC			2,155									
OP	NF-S			319									
OP	JARC-S			4,259									
OP	JARC				2,155								
OP	NF				1,322								
OP	NF-S				319								
OP	JARC-S				4,259								
OP	JARC					2,155							
OP	NF					1,322							
OP	NF-S					319							
OP	JARC-S					4,259							
OP	JARC						2,155						
OP	NF						1,322						
OP	NF-S						319						
OP	JARC-S						4,259						
OP	NF							1,322					
OP	JARC							2,155					
OP	NF-S							319					

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## SEPTA

OP	JARC-S					4,259								
OP	JARC						2,155							
OP	NF						1,322							
OP	NF-S						319							
OP	JARC-S						4,259							
OP	JARC							2,155						
OP	NF							1,322						
OP	JARC-S							4,259						
OP	NF-S							319						
OP	NF								1,322					
OP	JARC								2,155					
OP	JARC-S								4,259					
OP	NF-S								319					
OP	NF									1,322				
OP	JARC									2,155				
OP	JARC-S									4,259				
OP	NF-S									319				
OP	NF										1,322			
OP	JARC										2,155			
OP	NF-S										319			
OP	JARC-S										4,259			
OP	NF											1,322		
OP	JARC											2,155		
OP	NF-S											319		
OP	JARC-S											4,259		
		6,997	8,078	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055
		Total FY2013-2016		31,185		Total FY2017-2020		32,220		Total FY2021-2024		32,220		



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60638**      *Regional Rail Car, Locomotive, and Trolley Acquisition*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:M10

**PLANNING AREA:**

DOD:

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

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives.

This project also provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

As a result of capital funding constraints, this project has been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$60 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2.364 billion will be programmed in later fiscal years.

		<b>TIP Program Years (\$ 000)</b>											
Phase	Fund	<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>	<u>FY2023</u>	<u>FY2024</u>
PUR	5307										6,958		
PUR	1517										12,947		
PUR	1514 BON										1,683		
PUR	LOC										56		
PUR	5307											1,665	
PUR	5309											4,635	
PUR	1517											24,707	
PUR	1514 BON											1,524	
PUR	LOC											50	
PUR	5307												400
PUR	5309												4,633
PUR	1517												24,709
PUR	1514 BON												1,218
PUR	LOC												40
		<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>21,644</b>	<b>32,581</b>	<b>31,000</b>
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>0</b>			
						<b>Total FY2021-2024</b>				<b>85,225</b>			

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60651 *Substation Improvement Program*

LIMITS System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 0

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

This program provides for improvements to the traction power supply system for SEPTA's 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 rehabilitation or replacement of substation equipment and substations that have exceeded their useful life. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality.

Substations that will be renovated/replaced as part of this program include but are not limited to:

- Ambler substation - \$8.8 million (FY 2019)
- Ambler substation Engineering and Design - \$200,000 (FY 2013)
- Bethayres substation - \$9 million (FY 2022-2024)
- Chestnut Hill East substation - \$9 million (FY 2022)
- Media-Sharon Hill substation at Clifton - \$3.3 million (FY 2019)
- Equipment replacement at City Transit substations - \$17 million (FY 2022)
- Jenkintown substation - \$39.4 million (Prior Years, FY 2019-2020)
- Lenni substation - \$9.5 million (FY 2020-2021)
- Morton substation - \$9.5 million (FY 2021-2022)
- Wayne Junction substation - \$25.7 million (FY 2013-2014)
- Wayne Junction Static Frequency Converter - \$34.4 million (FY 2020- 2022)

Please refer to the Illustrative List of Unfunded Projects, MPMS #60651, for substation projects that have been deferred from SEPTA's capital program due to funding constraints.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	160											
CAP	TIGER-T	12,863											
CAP	1514 BON	3,151											
CAP	1517	5,131											
CAP	LOC	105											
CAP	1517		3,516										
CAP	5307							10,309					
CAP	5309							11,279					
CAP	1514 BON							5,223					
CAP	1517							5,121					
CAP	LOC							174					
CAP	5307								18,064				
CAP	5309								14,604				
CAP	1517								12,246				
CAP	1514 BON								7,904				
CAP	LOC								264				
CAP	5307									7,869			
CAP	5309									6,997			
CAP	1517									6,704			
CAP	1514 BON									3,597			
CAP	LOC									119			
CAP	5307										7,791		
CAP	5309										13,200		
CAP	1517												
CAP	1514 BON											5,079	
CAP	LOC												169

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

CAP 5307												
CAP 5309												
CAP 1514 BON												
CAP LOC												
CAP 5307												
CAP 5309												
CAP 1514 BON												
CAP LOC												
	21,410	3,516	0	0	0	0	32,106	53,082	25,286	26,239	0	0
	<b>Total FY2013-2016</b>		<b>24,926</b>		<b>Total FY2017-2020</b>		<b>85,188</b>		<b>Total FY2021-2024</b>		<b>51,525</b>	

**MPMS# 60655 Levittown Intermodal Facility Improvements (B)**

**LIMITS** Levittown station in Bucks County

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

AQ Code:M8

**PLANNING AREA:**

DOD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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

This project includes design and phased construction of improvements at SEPTA's Levittown Intermodal Station. The total project cost is \$31.6 million.

SEPTA is using prior year funds to advance Phase I of the Levittown Intermodal Station Project. The total budget for Phase I is \$7,775,160. Phase I includes construction of intersection improvements at Levittown Parkway and Rt. 13, relocation of utilities, construction of the southern portion of the inbound parking lot and new entrance drive, and reconfiguration of the existing outbound parking lot. Phase I includes engineering/design of the entire Levittown Intermodal Station Project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$21,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2,824,840 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include 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.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307											6,000	
CAP	5309											4,000	
CAP	1514 BON											2,419	
CAP	LOC											80	
CAP	5307												4,000
CAP	5309												2,800
CAP	1514 BON												1,645
CAP	LOC												56
CAP	LOC												
		0	0	0	0	0	0	0	0	0	0	12,499	8,501
		<b>Total FY2013-2016</b>		<b>0</b>		<b>Total FY2017-2020</b>		<b>0</b>		<b>Total FY2021-2024</b>		<b>21,000</b>	

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 73214**      **Ardmore Transportation Center**

**LIMITS** Ardmore Station in Montgomery County

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Lower Merion Township

AQ Code:M8

**PLANNING AREA:** Developed Community

DOD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Adding Subcorr(s): 7B

The Ardmore Station improvement project will be completed in two phases. Phase I will include the demolition of the existing Amtrak station building, construction of 528 ft. high level boarding platforms, tunnel ADA improvements, elevator, stair, and ramp access to platforms, parking garage foundations for Phase II, canopies and shelters, passenger amenities, and improved site lighting including on platforms and in the tunnel. The existing station must be demolished to facilitate the high level platforms.

Phase I is estimated to cost a total of \$22,250,000 (see FY13 funds). SEPTA will complete Phase I utilizing:

- \$12.75 million from PennDOT in federal and state funds
- \$3.5 million in Redevelopment Assistance Capital Program (RACP) funds under contract between Lower Merion Township and the Commonwealth of PA (MPMS #90680)
- \$3.64 million from a FTA earmark , E2005-BUSP-346 (and \$728,348 match)
- \$2.35 million from SEPTA/Amtrak

Phase II will include the design and construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, depending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be advanced when funding is identified.

The Ardmore Station located in Montgomery County is a component of the Keystone Corridor rail service route owned by the National Passenger Railroad Corporation (Amtrak) that is capable of speeds reaching 110 mph and shared with SEPTA's R-5 line between Philadelphia and Harrisburg. There are approximately 8 stops per day at the Amtrak station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. The remaining three public at-grade crossings on the Philadelphia-Harrisburg segment are being eliminated with current projects. This station improvement is necessary to accommodate increasing ridership needs. In FY 2011, 250,000 SEPTA riders boarded a train at Ardmore Station.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	2,596											
CON	1516	649											
CON	5309		7,604										
CON	1516		1,901										
CON	5307											1,600	
CON	5309											1,600	
CON	1514 BON											774	
CON	LOC											26	
CON	5307												2,000
CON	5309												2,000
CON	1514 BON												968
CON	LOC												32
CON	LOC												
		<b>3,245</b>	<b>9,505</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>4,000</b>	<b>5,000</b>
		<b>Total FY2013-2016</b>			<b>12,750</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>		<b>9,000</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 77180 *State of Good Repair*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 3

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

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Currently programmed projects include:

- 69th Street Platform Improvements on the Norristown High Speed Line (NHSL) - \$3 million (Prior years, FY 2013)
- I-95 PennDOT Route 15 Richmond Street Relocation Project - \$2.7 million (Prior years, FY 2013)
- Airport Line Tie Renewal - \$2.6 million (FY 2013)
- Berridge Bus Maintenance Facility Roof - \$11.7 million (FY 2022)
- Broad St. Subway Continuous Welded Rail Renewal - \$4.5 million (FY 2013-2014)
- Bus Lift Replacement Phases I & II - \$7.2 million (FY2013-2014)
- Doylestown Line Catenary Replacement Program - \$3.5 million (FY 2013-2014)
- Fern Rock Car House Roof Replacement - \$4.5 million (FY 2014)
- Fire Suppression Replacement Engineering & Design - \$300,000 (FY2013)
- Media / Elwyn Line Catenary Replacement Program - \$9 million (FY 2013-2016)
- Norristown High Speed Lin (NHSL) Bridgeport Viaduct Tie Replacement - \$10.7 million (FY2013)
- Railroad Grade Crossing Surface Renewal - \$4.2 million (FY 2013-2015)
- Rt. 10 Lancaster Ave. Street Track Renewal - \$2.7 million (FY 2013-2014)
- Rt. 11 Main St. Street Track Renewal - \$3.2 million (FY 2013-2015)
- Rt. 15 Girard Ave. and Richmond Street Track Renewal - \$3.8 million (FY 2015-2016)
- Rt. 102 Sharon Hill Line Street Track Renewal - \$3.3 million (FY 2014-2016)
- Rt. 102 Grade Crossing Improvements (6 Locations) - \$450,000 (FY2013)
- Transit Asset management System - \$1.3 million (FY2013)
- Woodland Rail Shop Roof - \$5.6 million (FY 2021)

Please refer to the Illustrative List of Unfunded Projects, MPMS #77180, for State of Good Repair projects that have been deferred from SEPTA's capital program due to funding constraints.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	9,096											
CAP	5339	2,957											
CAP	5309	3,670											
CAP	1514 BON	15,169											
CAP	1517	1,000											
CAP	LOC	473											
CAP	5307		5,861										
CAP	5339		2,600										
CAP	5337		3,680										
CAP	5309												
CAP	1514 BON		2,937										
CAP	LOC		98										
CAP	5307			5,350									
CAP	5309			1,600									
CAP	1514 BON			1,681									
CAP	LOC			56									
CAP	5307				2,400								
CAP	5309				1,600								
CAP	1514 BON				968								
CAP	LOC				32								
CAP	1517									5,600			
CAP	1517										11,700		

# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

32,365	15,176	8,687	5,000	0	0	0	0	5,600	11,700	0	0	
Total FY2013-2016		61,228		Total FY2017-2020				0		Total FY2021-2024		17,300

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 3

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

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.

Transit and Regional Rail Facilities that will be reconstructed or rehabilitated as part of this program include but are not limited to:

- 69th Street Transportation Center West End Terminal Rehabilitation - \$6,250,000 (FY2013)
- 23rd and Venango Streets Bus Loop Rehabilitation - \$1,700,000 (Using FY2012 Funds)
- 35th and Allegheny Streets Bus Loop Rehabilitation - \$450,000 (Using FY2012 Funds)

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5309-C	5,000												
CAP	1514 BON	1,210												
CAP	LOC	40												
CAP	5307		1,200											
CAP	1514 BON		290											
CAP	LOC		10											
		6,250	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		7,750		Total FY2017-2020				0		Total FY2021-2024		0

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 87176**      **69th Street Intermodal Parking Garage**

**LIMITS** At 69th Street in Delaware County

No Let Date

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Upper Darby Township

AQ Code:FYN

**PLANNING AREA:** Developed Community

DOD: 5

**PROJECT MANAGER:**

**CMP:**

This project includes the design and phased construction of parking improvements at the 69th Street Transportation Center. The 69th Street Transportation Center is an intermodal transportation facility that serves as a terminus for SEPTA customers using the Market-Frankford Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million.

SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. A portion of the new parking facilities will also serve retail customers during evenings and weekends.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307											4,000		
CAP	5309											4,000		
CAP	1514 BON											1,936		
CAP	LOC											64		
CAP	5307												3,200	
CAP	5309												2,400	
CAP	1514 BON												1,355	
CAP	LOC												45	
CAP	LOC													
		0	0	0	0	0	0	0	0	0	0	10,000	7,000	
<b>Total FY2013-2016</b>		0				<b>Total FY2017-2020</b>				0		<b>Total FY2021-2024</b>		17,000

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the renovation, rehabilitation, or replacement of essential infrastructure and associated components of SEPTA's transit and railroad system. Projects to be funded include renovation/replacement of tracks, buildings and bridges, communications equipment and signals, and power equipment. SEPTA's ISRP projects are selected annually based on need. Projects to be advanced during FY 2013 include but are not limited to:

-Track/Right-of-Way: Trolley track work at 49th St. and Woodland Ave.; renew Trolley Route 34 track at several locations between 40th St. and 58th St. on Baltimore Ave., grade crossings at Edmonds Ave. and Berkley Ave. on the Route 102 Trolley Line; replace tie, resurface track, and perform brush cutting on the Norristown and Chestnut Hill West Regional Rail Lines; and replace curve worn rail at locations on the Market-Frankford and Trolley Lines.

-Regional Rail Line Station Facilities: Improvements (e.g. shelters, stairs, benches, floors, doors, windows, pathways, signage, sidewalks, drainage, tunnels, canopies, lighting, bicycle loops) to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on Wilmington/Newark; renovate parking lot entrance at Glenolden; improve platforms at Warminster, 30th Street platform "A," and Fern Rock; replace tactile platform edging at Bethayres and Neshaminy Falls.

-Norristown High Speed Line reconstruction of Ardmore Avenue Station (replacement of platforms and shelters; new stairs and ramps from parking lot to the platforms; replacement of all electrical devices and lighting; and installation of new landscaping).

-Market-Frankford line: Replace roof and escalators at Spring Garden Station, and tactile platform edging at 15th St.

-Power Systems: replace DC traction power feeder cables at Loudon Substation (supports Broad Street and Trackless Trolley Lines); replace trolley wire on Route 11 along Woodland Ave. between 49th St. and Cecil St., and on Route 36 between the intersection of 49th St. & Paschall Ave. and the intersection of Elmwood Ave. & Millick St.; improvements to various City and Suburban Transit substations including replacement of high speed trip devices and breakers; replace existing Uninterrupted Power Supplies (UPS) for the Control Center and Radio Room; replace a section of duct bank and existing AC cable on the east side of Broad St. in the vicinity of Kerbaugh St.; replace catenary on Norristown and Warminster Lines.

-Maintenance/Support Facilities: repair floor beam connections at Bridge #0.49 and #0.58 on the Regional Rail Main Line. Design bridge repairs for Bridge #13.10 on the Lansdale Regional Rail Line; improvements to Broad Street Line vent wells and emergency exits; overhaul Packer Ave., 5th St. and 44th St. Pump Rooms on Market-Frankford and Broad Street Lines; improve lighting on the Broad St. Line (tunnel), Olney Transportation Center and 40th St. Station on Market-Frankford; improvements to Frontier Depot and other bus and rail vehicle maintenance shops, including energy efficient shop lighting, fencing and paving repairs; renovate office, locker room, bathroom and other transit and vehicle maintenance crew areas at Victory, Germantown, Southern, Callowhill, Fern Rock and Comly Garages; rehabilitate catenary structure attachments on 9th St. Viaduct of the Regional Rail Norristown and Main Lines.

-Regional Rail Signals/Communications Systems: install standard communications infrastructure on Airport Line, and between Temple and Wayne Junction Stations on Main Line to complement SEPTA's Positive Train Control implementation; replace existing Audio Visual Public Address (AVPA) signs at platform and mezzanine levels of 30th St. Station with industry standard LED signs; refurbish public address control units at all passenger stations on the Doylestown Line.

-Rail Operations Control Center communication improvements

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ERC	1514 BON	33,581											
ERC	LOC	1,119											
ERC	1514 BON		34,355										
ERC	LOC		1,145										
ERC	1514 BON			33,581									
ERC	LOC			1,119									
ERC	1514 BON				33,581								
ERC	LOC				1,119								
ERC	1514 BON					33,581							
ERC	LOC					1,119							
ERC	1514 BON						33,581						
ERC	LOC						1,119						
ERC	1514 BON							33,581					
ERC	LOC							1,119					



# DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC 1514 BON									33,581			
ERC LOC									1,119			
ERC 1514 BON									33,581			
ERC LOC									1,119			
ERC 1514 BON										33,581		
ERC LOC										1,119		
ERC 1514 BON											33,581	
ERC LOC											1,119	
	<b>34,700</b>	<b>35,500</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>	<b>34,700</b>
	<b>Total FY2013-2016</b>		<b>139,600</b>		<b>Total FY2017-2020</b>		<b>138,800</b>		<b>Total FY2021-2024</b>		<b>138,800</b>	

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics including normal replacement of vehicles that have reached the end of their useful life. 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 March 22, 2012, SEPTA's Board awarded a contract for the 2012-2015 Bus Purchase Program. The 2012-2015 bus purchase program includes the purchase of approximately ninety 40-foot buses and one hundred fifty-five 60-foot buses to replace vehicles that have reached the end of their useful life. This program will replace the existing 60-foot bus fleet as follows: fifty-five buses in 2012, fifteen buses in 2013, forty-five buses in 2014 and forty buses in 2015. This program will replace ninety 40-foot buses in 2013.

The 2012-2015 Bus Purchase Program was structured with the option to purchase the 40-foot and 60-foot buses as hybrids (diesel-electric) or clean diesel in any given calendar year. SEPTA received supplemental Federal Transit Administration (FTA) discretionary funds that will allow the Authority to purchase of 60-foot hybrid buses in 2012 and 40-foot hybrid bus in 2013.

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.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5339	2,645											
PUR	5307	14,752											
PUR	1514 BON	8,342											
PUR	LOC	278											
PUR	5339		4,918										
PUR	5307		15,010										
PUR	5308		3,000										
PUR	1514 BON		9,680										
PUR	LOC		323										
PUR	5307			11,871									
PUR	5339			5,526									
PUR	1514 BON			8,342									
PUR	LOC			278									
PUR	5307				22,757								
PUR	1514 BON				9,639								
PUR	LOC				321								
PUR	5307					13,621							
PUR	1514 BON					7,428							
PUR	LOC					248							

# DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

PUR 5307					13,493								
PUR 1514 BON					7,397								
PUR LOC					247								
PUR 5307						22,757							
PUR 1514 BON						9,639							
PUR LOC						321							
PUR 5307							22,757						
PUR 1514 BON							9,639						
PUR LOC							321						
PUR 5307								22,757					
PUR 1514 BON								9,639					
PUR LOC								321					
PUR 5307									22,757				
PUR 1514 BON									9,639				
PUR LOC									321				
PUR 5307										31,893			
PUR 1514 BON										11,849			
PUR LOC										395			
PUR 5307											32,021		
PUR 1514 BON											11,880		
PUR LOC											396		
	<b>26,017</b>	<b>32,931</b>	<b>26,017</b>	<b>32,717</b>	<b>21,297</b>	<b>21,137</b>	<b>32,717</b>	<b>32,717</b>	<b>32,717</b>	<b>32,717</b>	<b>44,137</b>	<b>44,297</b>	
	<b>Total FY2013-2016</b>		<b>117,682</b>		<b>Total FY2017-2020</b>		<b>107,868</b>		<b>Total FY2021-2024</b>		<b>153,868</b>		

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 95402 *Bridge Improvement Program*

LIMITS System-wide bridges

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

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

This program will restore SEPTA's bridges to a state of good repair. Currently programmed projects include but are not limited to:

- Chestnut Hill West Regional Rail Line - Bridge 0.35 replacement - \$5.5 million (FY 2019)
- Media Regional Rail Line – Crum Creek Viaduct replacement - \$59 million (FY 2020-2021)
- Media Regional Rail Line – Crum Creek Viaduct replacement Engineering & Design - \$500,000 (FY 2013)
- Media Regional Rail Line – Replacement of bridge timbers on three viaducts and painting - \$8.2 million (FY 2022)
- Norristown High Speed Line (NHSL) - Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$33.8 million (FY 2019-2020)
- Norristown High Speed Line - Bridge 0.15 replacement - \$13.5 million (FY 2021-2022)
- Regional Rail lines - Stone arch bridge rehabilitation - \$6 million (FY 2022-2023)
- Regional Rail lines - Stone arch bridge rehabilitation Engineering & Design - \$400,000 (FY 2013)

Please refer to the Illustrative List of Unfunded Projects, MPMS #95402, for bridge projects that have been deferred from SEPTA's capital program due to funding constraints.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	720											
CAP	1514 BON	174											
CAP	LOC	6											
CAP	1514 BON		929										
CAP	LOC		31										
CAP	5307						19,188						
CAP	5309						10,008						
CAP	1514 BON						7,064						
CAP	LOC						236						
CAP	5307							9,560					
CAP	5309							6,967					
CAP	1514 BON							3,999					
CAP	LOC							133					
CAP	5307								21,346				
CAP	5309								12,982				
CAP	1514 BON								8,305				
CAP	LOC								277				
CAP	5307									12,377			
CAP	5309									8,800			
CAP	1514 BON									5,123			
CAP	LOC									171			
CAP	5307												
CAP	1514 BON												
CAP	LOC												
		900	960	0	0	0	0	36,496	20,659	42,910	26,471	0	0
		Total FY2013-2016			1,860	Total FY2017-2020			57,155	Total FY2021-2024			69,381

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 98235 *West Trenton Line Separation Project*

LIMITS Woodbourne, PA to West Trenton NJ

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M9

PLANNING AREA:

DOD:

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

This project, which is in partnership with CSX Transportation, will separate SEPTA passenger rail and CSX freight rail operations along a six-mile portion of track owned by CSX between the Woodbourne, Pennsylvania and West Trenton, New Jersey Stations.

The project will also permit SEPTA to fully implement Positive Train Control (PTC), the signal-based rail safety system.

TIGER V Grant: \$10,000,000

CSX Contribution: \$7,223,000

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	TIGER-T		10,000										
CAP	5307												
CAP	CSX		7,223										
CAP	1517		2,500										
CAP	1514 BON		12,848										
CAP	LOC		429										
CAP	5307			3,640									
CAP	1517			1,500									
CAP	1514 BON			3,530									
CAP	LOC			117									
		0	33,000	8,787	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		41,787		Total FY2017-2020			0	Total FY2021-2024			0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
SEPTA	\$385,972	\$398,358	\$350,652	\$343,453	\$1,478,435	\$1,378,199	\$1,372,574

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### Various

MPMS# 97474 *John Heinz National Wildlife Refuge Cyclist and Pedestrian Access Study*

LIMITS No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Philadelphia City; Tincum Township AQ Code:A2

PLANNING AREA: Core City; Developed Community DOD:

PROJECT MANAGER: CAC CMP:

This project is funded through the Paul S. Sarbanes Transit in Parks program and is to support bicycle and pedestrian access planning in four distinct focus areas adjacent to the John Heinz National Wildlife Refuge (JHNWR): 1.)The 84th Street Crossing in Philadelphia, PA; 2.)The SEPTA Eastwick Station Link in Philadelphia, PA;3.)The Pennsylvania Route 420 Crossing in Tincum Township, Delaware County, PA; and 4.)The abandoned Chester Short Line Trolley bed in Philadelphia, PA and Tincum Township, Delaware County, PA.


Clean Air Council will take the lead on retaining a design and engineering consultant to create a set of detailed design plans for bicycle and pedestrian connections to John Heinz National Wildlife Refuge. Design and engineering activity for this project will require coordination with the Pennsylvania Department of Transportation, the John Heinz National Wildlife Refuge, local governments, and others with interests.

The John Heinz National Wildlife Refuge is an important destination along and component of the East Coast Greenway, a proposed multi-use trail running from Maine to Florida. Improved access to The Refuge will assist in the creation of an uninterrupted route fro pedestrians and cyclists through busy and congested areas in this area.

		TIP Program Years (\$ 000)																	
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024						
STUD	5320	0	447	0	0	0	0	0	0	0	0	0	0						
<b>Total FY2013-2016</b>		<b>447</b>		<b>Total FY2017-2020</b>				<b>0</b>				<b>Total FY2021-2024</b>				<b>0</b>			

Total For Various	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$0	\$447	\$0	\$0	\$447	\$0	\$0

Interstate Management Program  
for the  
FY2013 Transportation Improvement Program (TIP)  
for  
Pennsylvania  
of  
Southeastern Pennsylvania



# I-95 Reconstruction Project, Section A Roadmap

I-95 is a major facility built in the 1960s that crosses Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Over \$2 billion will repair, reconstruct, and restore Section A of I-95. This reconstruction of I-95 has been broken out to more than 20 separate MPMS#s; some of which appear in the Statewide Interstate Management Program (IMP) that is strictly for reconstruction components, or in the DVRPC Regional TIP FY2013-16.

Section A's Sub-sections	Breakout Sections per Sub-section	MPMS	Limits	Estimated Construction Cost ('000) and Status			
				First FY (2013-16)	Second FY (2017-20)	Third FY (2021-24)	Total Cost
Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts.	Design Parent Project (PE and FD) in current TIP. No construction.			
	GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	\$ -	\$ -	\$ -	\$10,000
	GR1	79686	I-95: Columbia Ave. to Ann St.	\$10,000*	\$ -	\$ -	\$98,562
	GR2	79825	I-95: Shackamaxon St. to Columbia Ave.	Replaced by GR2 (MPMS 83640)			
	GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$54,590	\$ -	\$ -	\$54,590
	GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$173,600	\$132,045	\$ -	\$305,645
	GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ -	\$196,500	\$196,104	\$392,604
	GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$90,000	\$297,410	\$387,410
Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ -	\$155,227	\$ -	\$155,227
	AF2	79912	I-95: Allegheny Ave. Interchange (Tioga Street to the railroad bridge south of Frankford Creek, Betsy Ross Bridge, and Castor Avenue)	\$ -	\$ -	\$166,646	\$166,646
Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (South side of the Wheatshaeaf Lane crossing, adjoining Section AFF to north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing)	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$62,280	\$93,325	\$ -	\$155,605
	BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)	\$ -	\$101,494	\$ -	\$101,494
	BR3	79905	I-95S: Betsy Ross Interchange	\$ -	\$35,700	\$79,579	\$115,279
Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts.	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	BS1	79908	I-95: Relocated Carver St. Bridge to Levick St.	\$37,500	\$33,527	\$ -	\$71,027
	BS2	79910	I-95S: Bridge St. Interchange	\$ -	\$55,750	\$124,550	\$180,300
Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave	Design Parent Project with work appearing under CP1 (MPMS 79683) and CP2 (MPMS 79685). No construction.			
	CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Unruh to Bleigh Aves.	\$ -	\$ -	\$ -	\$29,972
	CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$82,818*	\$ -	\$ -	\$222,941
	CPU	80014	I-95: Utility Relocation & Surface St. from Cottman to Princeton Sts.	Work combined into CP1 (MPMS 79683).			
<b>TOTAL ESTIMATED CONSTRUCTION COST ('000):</b>							<b>\$2,447,302</b>

- Grey shading denotes project MPMS#s are no longer being used. Work is undertaken under another MPMS#.
- Yellow shading denotes project is currently programmed in the DVRPC Regional TIP FY2013-16 for construction.
- Orange shading denotes project is currently programmed in the Statewide IMP.
- Green shading denotes pre-construction projects in DVRPC Regional TIP 2013-16, Statewide IMP, or neither.
- Pink shading denotes project has been let, which means bids for construction by the project contractor may be open thus beginning the project's construction process.

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

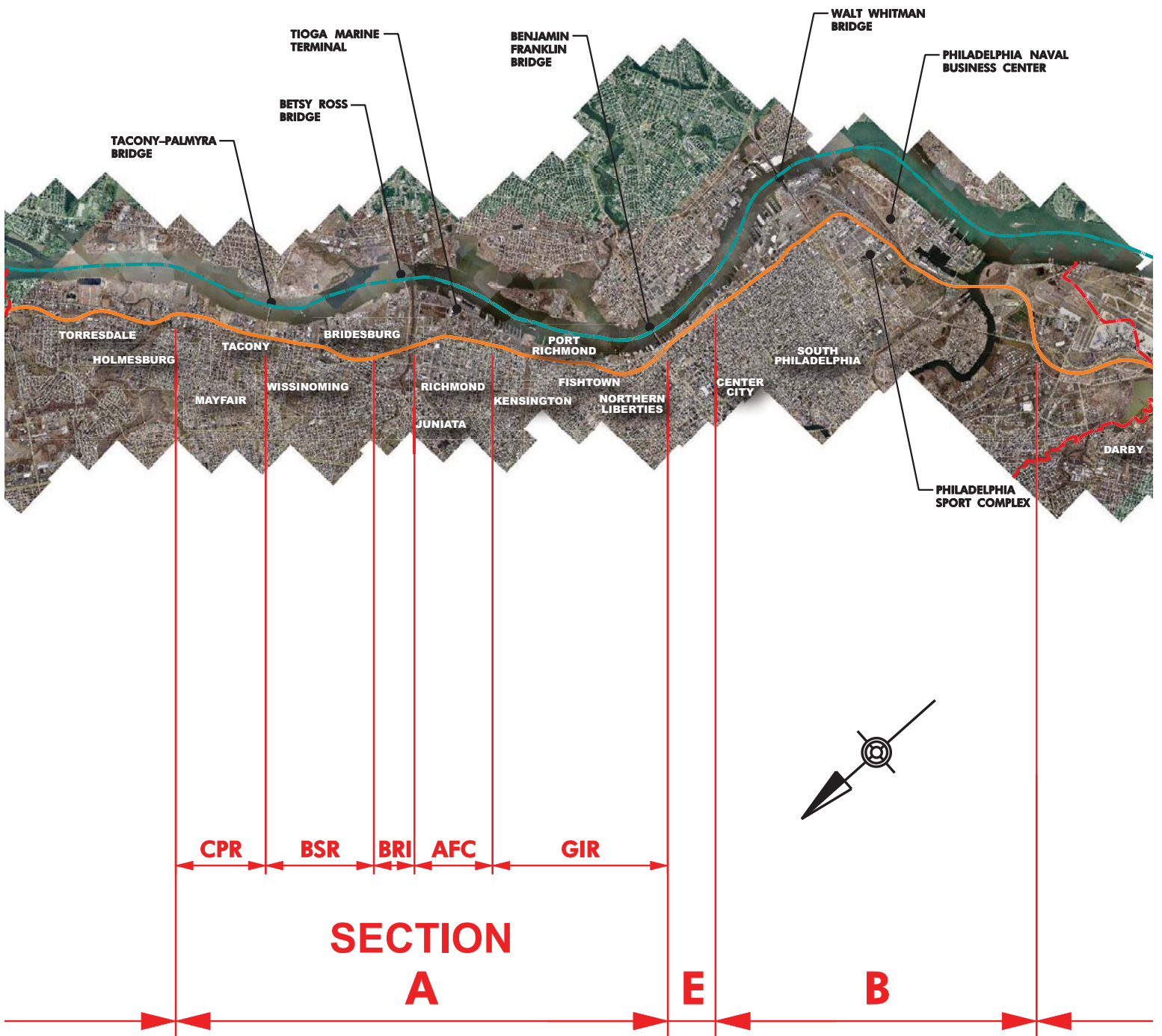
**Notes:**

1. This chart does not reflect engineering design work costs for individual breakout projects of sub-sections GIR, AFC, BRI, BSR, and CPR.
2. \*This project is programmed in the DVRPC Regional TIP FY2013-16 for an amount that differs from the total estimate cost. The asterisk ("\*") also indicates that funds are programmed for conversion purposes. The majority of funds for this project have been federally authorized. If there is no asterisk ("\*"), a portion of the federal funds the project requires was obligated.
3. See next page for a location map of I-95's Section A and its sub-sections GIR, AFC, BRI, BSR, and CPR. For further information on the I-95 Reconstruction project, visit the website at [www.95revive.com](http://www.95revive.com).



# I-95 Reconstruction in Philadelphia

CITY OF PHILADELPHIA



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

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47811** *I-95: Orthodox Street to Levick Street/John Heinz Wildlife Refuge (BSR) - Design(IMP) SR:0095*

**LIMITS** Orthodox Street to Levick Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and involves bridge replacement.

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. See MPMS #87784 for the local street construction work for this section.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	IM	15,200												
FD	581-IM	800												
FD	NHPP-IM				7,830									
FD	581				870									
ROW	IM	12,978												
ROW	581-IM	842												
UTL	NHPP-IM		13,367											
UTL	581		1,485											
		<b>29,820</b>	<b>14,852</b>	<b>0</b>	<b>8,700</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>Total FY2013-2016</b>			<b>53,372</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47812** I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

**LIMITS** Wheatsheaf Lane to Orthodox Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** WEE

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

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 Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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).

Phase	Fund	TIP Program Years (\$ 000)											
		FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	IM	13,800											
FD	581-IM	3,450											
ROW	NHPP		688										
ROW	581-IM		6,192										
ROW	NHPP					5,635							
ROW	581-IM					625							
UTL	IM	5,760											
UTL	581-IM	1,440											
		<b>24,450</b>	<b>6,880</b>	<b>0</b>	<b>0</b>	<b>6,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>31,330</b>		<b>Total FY2017-2020</b>		<b>6,260</b>		<b>Total FY2021-2024</b>		<b>0</b>	

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Ann St. to Wheatsheaf Lane

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** WEE

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This Section AFC project involves rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

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.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	581-IM	4,535											
FD	NHPP-IM				6,362								
FD	581				707								
FD	IM					6,300							
FD	581					700							
ROW	NHPP-IM				4,052								
ROW	581				450								
UTL	NHPP-IM				3,039								
UTL	581				338								
		<b>4,535</b>	<b>0</b>	<b>0</b>	<b>14,948</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>			<b>19,483</b>	<b>Total FY2017-2020</b>			<b>7,000</b>	<b>Total FY2021-2024</b>			<b>0</b>



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Levick Street to Bleigh Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** CMP: Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM*	18,500												
CON	IM*		20,318											
		<b>18,500</b>	<b>20,318</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 FY2013-2016</b>			<b>38,818</b>	<b>Total FY2017-2020</b>				<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

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

09/02/08-let date changed from 6/2011 to 1/2012 because of schedule delays on 95-GR1.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	NHS-IM	9,270											
UTL	581-IM	1,030											
CON	NHPP-IM		45,000										
CON	NHPP-IM			40,000									
CON	NHPP-IM				40,000								
CON	NHPP-IM					40,000							
CON	NHPP-IM						40,000						
CON	NHPP-IM							27,130					
		10,300	45,000	40,000	40,000	40,000	40,000	27,130	0	0	0	0	0
		Total FY2013-2016			135,300		Total FY2017-2020		107,130	Total FY2021-2024			0

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

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

09/02/08-est let date changed from 6/15/2015 to 01/15/2016 due to delays of the first GR1 section due to ROW & UTL issues with Conrail.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	NHPP-IM			6,884									
UTL	581			765									
CON	IM					9,600							
CON	NHPP-IM					55,900							
CON	TOLL												
CON	IM						9,600						
CON	NHPP-IM						55,900						
CON	IM								9,600				
CON	NHPP-IM								55,900				
CON	IM									28,581			
CON	NHPP-IM									167,523			
CON	TOLL												
		0	0	7,649	0	0	65,500	65,500	65,500	196,104	0	0	0
		Total FY2013-2016			7,649	Total FY2017-2020			196,500	Total FY2021-2024			196,104

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

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

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: RACE - SHACKAMAXON ST  
CITY OF PHILADELPHIA  
ROADWAY RECONSTRUCTION

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	1,350											
ROW	581-IM	150											
ROW	NHPP-IM			7,920									
ROW	581			880									
UTL	581					5,970							
UTL	581						5,970						
CON	IM						10,000						
CON	NHPP-IM						20,000						
CON	TOLL												
CON	IM								20,000				
CON	NHPP-IM								40,000				
CON	TOLL												
CON	TOLL												
CON	IM									70,836			
CON	NHPP-IM									226,574			
		1,500	0	8,800	0	0	5,970	35,970	60,000	297,410	0	0	0
		Total FY2013-2016			10,300	Total FY2017-2020			101,940	Total FY2021-2024			297,410



# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS** Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	4,243											
ROW	581-IM	471											
ROW	NHPP-IM		7,560										
ROW	581-IM		840										
CON	TOLL												
CON	NHPP-IM			28,026									
CON	TOLL												
CON	NHPP-IM				28,026								
CON	TOLL												
CON	NHPP-IM					29,085							
CON	TOLL												
CON	NHPP-IM						26,967						
CON	TOLL												
CON	NHPP-IM							43,996					
		<b>4,714</b>	<b>8,400</b>	<b>28,026</b>	<b>28,026</b>	<b>29,085</b>	<b>26,967</b>	<b>43,996</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2013-2016</b>		<b>69,166</b>		<b>Total FY2017-2020</b>	<b>100,048</b>			<b>Total FY2021-2024</b>		<b>0</b>	

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79904**      **I-95N: Betsy Ross Inter (BR2)**

**New-B**

**LIMITS** Philadelphia County

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 3

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

**I-95: BETSY ROSS BRG INTERCHANGE  
PHILADELPHIA COUNTY  
WIDENING/RECONSTRUCTION**

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 provides for the design and reconstruction of the northbound (NB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR2 consists of reconstructing 1.1 miles of the NB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on NB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR2, the NB collector-distributor roads and the Ramp Y NB on-ramp will be demolished and removed. The proposed NB SR 0095 mainline will have four NB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the NB SR 0095 mainline, the project includes reconstruction of the NB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. A new Ramp YY NB SR 0095 off-ramp will be constructed from the SR 0095 structure over Frankford Creek to Orthodox Street. Section BR2 also includes reconstruction of three connecting bridge ramp structures (Ramp G from Adams Avenue Connector and Aramingo Avenue to SR 0095 NB; Ramp H from Betsy Ross Bridge to SR 0095 NB; and Ramp GH from Ramp G and Ramp H to SR 0095 NB). Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79903, and 79905.

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

1/25/08--PM changed from W/EE to AECOM/MG  
11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM						13,320						
CON	NHPP-IM						17,190						
CON	581						1,480						
CON	185-IM						1,910						
CON	IM							13,320					
CON	NHPP-IM							17,190					
CON	581							1,480					
CON	185-IM							1,910					
CON	IM								13,167				
CON	BOO-IM								17,156				
CON	581								1,463				
CON	185-IM								1,906				

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

	0	0	0	0	0	33,900	33,900	33,692	0	0	0	0
Total FY2013-2016			0		Total FY2017-2020		101,492		Total FY2021-2024			0

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79905 I-95S: Betsy Ross Inter (BR3)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE  
PHILADELPHIA COUNTY  
WIDENING/RECONSTRUCTION

The BR3 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR3 provides for the design and reconstruction of the southbound (SB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR3 consists of reconstructing 1.1 miles of the SB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR3, the SB collector-distributor roads and the Ramp X SB on-ramp will be demolished and removed. The proposed SB SR 0095 mainline will have four SB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SB SR 0095 mainline, the project includes reconstruction of the SB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. Section BR3 also includes reconstruction of portions of roadway approaches to two connecting bridge ramp structures (Ramp D, at the traffic merge point with SR 0095 SB, from Adams Avenue Connector and Aramingo Avenue to SR 0095 SB; Ramp EE and Ramp F, at the exit point with SR 0095 SB, from SR 0095 SB to Betsy Ross Bridge and Aramingo Avenue). Orthodox Street will be widened directly under the SR 0095 mainline to provide for two-directional traffic from the Ramp YY SR 0095 NB off-ramp to Aramingo Avenue. Pearce Street will be realigned directly under the SR 0095 mainline at Orthodox 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)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79904, and 79903.  
This project is integral to the Delaware Valley Freight Corridors Initiative.  
1/25/08--PM changed from W/EE to DMJM/MG  
11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHPP-IM								18,000					
CON	IM								14,130					
CON	581								1,570					
CON	185-IM								2,000					
CON	IM									28,128				
CON	NHPP-IM									43,491				
CON	581									3,125				
CON	185-IM									4,832				
		0	0	0	0	0	0	0	35,700	79,576	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			35,700	Total FY2021-2024			79,576

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79908** *I-95: North of Bridge Street Interchange Construction (BS1) (IMP)*

**LIMITS** Relocated Carver Street to Levick Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 4

**PROJECT MANAGER:** **CMP:** Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHPP-IM			15,750									
CON	581			1,300									
CON	185-IM			450									
CON	NHPP-IM				18,000								
CON	581				1,500								
CON	185-IM				500								
CON	IM					22,208							
CON	NHPP-IM					7,966							
CON	581					2,468							
CON	185-IM					885							
		0	0	17,500	20,000	33,527	0	0	0	0	0	0	0
		<b>Total FY2013-2016</b>		<b>37,500</b>		<b>Total FY2017-2020</b>			<b>33,527</b>	<b>Total FY2021-2024</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79910 I-95S: Bridge St Inter (BS2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95S: BRIDGE ST INTERCHANGE  
 PHILADELPHIA COUNTY  
 WIDENING/RECONSTRUCTION

Section BSR of I-95 will eliminate the SB lane drop at the James Street Ramp, eliminate the NB add lane at Bridge Street, and widen I-95 to four lanes in each direction from Orthodox Street to Levick Street. Exclusive acceleration/ deceleration lanes will be added at the interchanges. Six dual, mainline bridges and one ramp bridge will be replaced and one mainline structure will be widened. Long retaining walls will line I-95 through much of this section, and two sound barriers will be constructed. It is anticipated that Section BSR will be constructed in three stages, the second of which is BS2, which includes:

- \*Widening & reconstructing SR 0095 from Sta. 524+48 to 568+00
  - \*Reconstructing Tacony Street from Aramingo Avenue to Bridge Street.
  - \*Replacing the Margaret Street Bridge, Tacony Street Viaduct, Bridge Street on-ramp, and Fraley Street Bridge.
  - \*Constructing 9 NB and 8 SB retaining Walls
  - \*Constructing 2 structure mounted noise walls
  - \*Installing a new traffic signal at intersection of Tacony and Bridge Streets.
  - \*Installing a new traffic signal at intersection of James and Bridge Streets
- Utility impacts under I-95 are anticipated.

1/25/08--PM changed from W/EE to DMJM/MG  
 11/17/11- PM changed from AECOM/MG to CH2MHill.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	IM								44,640						
CON	NHPP-IM								5,535						
CON	581								4,960						
CON	185-IM								615						
CON	IM									89,128					
CON	NHPP-IM									22,967					
CON	581									9,903					
CON	185-IM									2,552					
		0	0	0	0	0	0	0	55,750	124,550	0	0	0		
<b>Total FY2013-2016</b>		<b>0</b>				<b>Total FY2017-2020</b>				<b>55,750</b>		<b>Total FY2021-2024</b>		<b>124,550</b>	

# DVRPC FY 2013-2016 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange (AFI)

LIMITS Ann Street to Castor Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Removal of NB off-ramp at Westmoreland Street, addition of NB off-ramp at Castor Avenue. Widening and reconstruction of I-95 between Ann Street and Tioga Street. Reconstruction or redecking of bridge over Allegheny Avenue and the Westmoreland Viaduct (Westmoreland Street to Tioga Street).

Breakout of AFC

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	581-IM						4,057							
ROW	581-IM						4,057							
UTL	581-IM						4,057							
UTL	581-IM							4,057						
CON	NHPP-IM								46,444					
CON	IM								33,203					
CON	NHPP-IM									10,000				
		0	0	0	0	0	12,171	4,057	79,647	10,000	0	0	0	
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>		<b>10,000</b>	
							95,875							

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2025M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: ALLEGHENY AVE INTER  
PHILADELPHIA COUNTY  
WIDEN, RECONSTRUCTION

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- \*I-95 NB over Venango Street - Replace superstructure
- \*I-95 SB over Venango Street - Replace superstructure
- \*I-95 NB over Castor Avenue - Widening and replace superstructure
- \*I-95 SB over Castor Avenue - Widening and replace superstructure
- \*I-95 NB over Richmond Street - Widening & redeck
- \*I-95 SB over Richmond Street - Widening & redeck
- \*I-95 NB over Wheatsheaf Lane - Total replacement
- \*I-95 SB over Wheatsheaf Lane - Total replacement
- \*Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM							6,641					
ROW	581							738					
UTL	IM						4,299						
UTL	581						478						
CON	IM									39,014			
CON	NHPP-IM									110,967			
CON	581									4,335			
CON	185-IM									12,330			
		0	0	0	0	0	4,777	7,379	0	166,646	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			12,156	Total FY2021-2024			166,646



## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 83640** I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

**LIMITS** Shackamaxon Street to Columbia Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:** Philadelphia City

AQ Code:2025M

**PLANNING AREA:** Core City

DOD: 2

**PROJECT MANAGER:** CMP: Major SOV Capacity

Adding Subcorr(s): 4B

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM	14,662											
CON	581-IM	801											
		<b>15,463</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 FY2013-2016</b>		<b>15,463</b>		<b>Total FY2017-2020</b>			<b>0</b>	<b>Total FY2021-2024</b>			<b>0</b>

# DVRPC FY 2013-2016 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 84973 I-95 Bridge Repair Part 2

**LIMITS**  
**IMPROVEMENT** Intersection/Interchange Improvements  
**MUNICIPALITIES:**  
**PLANNING AREA:**

No Let Date  
 LRPID:65  
 AQ Code:S19  
 DOD:

**PROJECT MANAGER:** **CMP:**

This project provides for the advance action repair needed for close to 100 structures on I-95 and its ramps between the Delaware State line to the South and the Delaware River to the North. These improvements will extend the life of the I-95 structures for 10-20 years until the major reconstruction projects are able to advance. The work has been broken out to 2 contracts for construction management purposes: Section MB 1 (MPMS #82619) covers 40 structures; Section MB 2 (MPMS #84528) covers 54 structures. Work includes bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of the repair of structures.

This project is a companion with MPMS# 84528, which is the design phase for I-95/MB2.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CION	581-IM	192												
CON	NHS-IM	768												
		960	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			960	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 102389 I-76/I-76Ramp Resurfacing

**LIMITS** Grays Ferry Ave to Oregon Ave, Slip Ramp from 34th to I-76 EB Segment  
**IMPROVEMENT** Roadway Rehabilitation  
**MUNICIPALITIES:** Philadelphia City  
**PLANNING AREA:** Core City

No Let Date  
 AQ Code:S10  
 DOD:

**PROJECT MANAGER:** Maint./L. Ryan **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 3A

RESURFACING OF SCHUYLKILL EXPWY (I-76 BOTH DIRECTIONS) FROM GRAYS FERRY AVE, SEGMENT 3454/3471 OFFSETS 2055/1260 TO OREGON AVE SEGMENT 3470/3461 OFFSETS 1263/0000.

ALSO RESURFACING OF SR 3003 SLIP RAMP FROM 34TH ST SEGMENT 0041 OFFSET 0000 TO I-76 EB SEGMENT 0041 OFFSET 2357.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	581		2											
CON	581		365											
CON	581			750										
		0	367	750	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,117	Total FY2017-2020				0	Total FY2021-2024			0

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$110,242	\$95,817	\$102,725	\$111,674	\$420,458	\$853,378	\$874,286