


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.

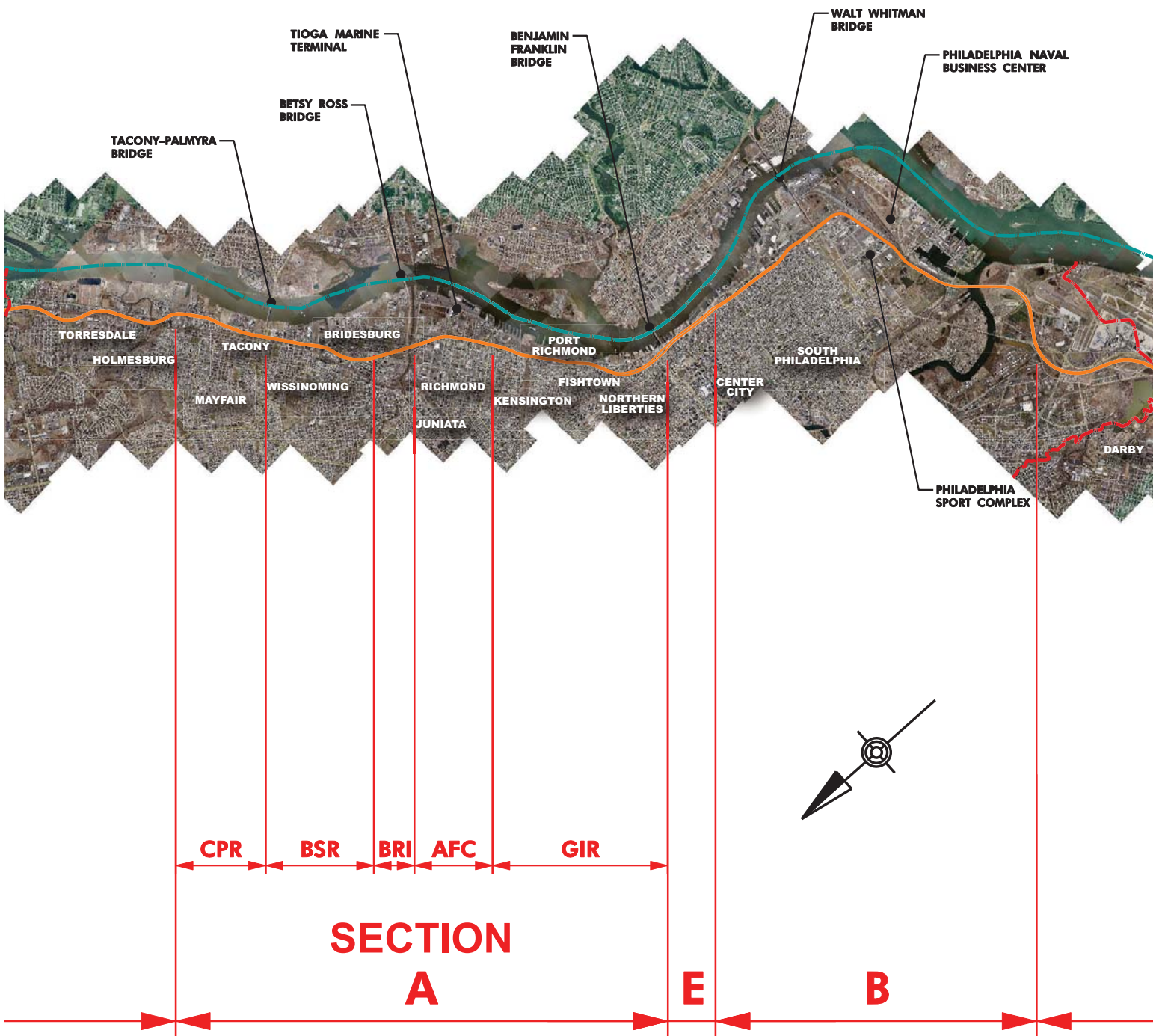
**Abbreviations:** PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project Management System); N (North); S (South)

**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).

## 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
		<b>Total FY2013-2016</b>				<b>Total FY2017-2020</b>				<b>Total FY2021-2024</b>			
		10,300				101,940				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					
		4,714	8,400	28,026	28,026	29,085	26,967	43,996	0	0	0	0	0
		Total FY2013-2016		69,166		Total FY2017-2020		100,048		Total FY2021-2024			0

## 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		
		Total FY2013-2016				0	Total FY2017-2020				35,700	Total FY2021-2024			79,576

## 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

Final Version

## 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

## 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	
		<b>Total FY2013-2016</b>				0	<b>Total FY2017-2020</b>			12,156	<b>Total FY2021-2024</b>			166,646

# DVRPC FY 2013-2016 TIP for PA

## 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**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

LRPID:65

**MUNICIPALITIES:**

AQ Code:S19

**PLANNING AREA:**

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

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

AQ Code:S10

**PLANNING AREA:** Core City

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