

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

Final Version

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	
		Total FY2013-2016			4,850	Total FY2017-2020				0	Total FY2021-2024			0

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	
		Total FY2013-2016			464	Total FY2017-2020				0	Total FY2021-2024			0

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
Total FY2013-2016		400				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

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
Total FY2013-2016		8,095				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

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

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				Total FY2017-2020				Total FY2021-2024			
		11,563				76,019				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								
		17,056	18,747	16,686	3,688	0	0	0	0	0	0	0	0
		Total FY2013-2016		56,177		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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

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									
		5,525	4,296	1,980	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		11,801		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

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

Final Version

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	
		Total FY2013-2016			6,028	Total FY2017-2020				0	Total FY2021-2024			0

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												
		705	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			705	Total FY2017-2020				0	Total FY2021-2024			0

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									
		4,282	2,054	0	1,250	0	0	0	0	0	0	0	0	
		Total FY2013-2016			7,586	Total FY2017-2020				0	Total FY2021-2024			0

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
Total FY2013-2016		10,470			Total FY2017-2020				0	Total FY2021-2024			0

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
Total FY2013-2016		4,877			Total FY2017-2020				4,057	Total FY2021-2024			0

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		
Total FY2013-2016		2,500			Total FY2017-2020				0				Total FY2021-2024		0

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		
Total FY2013-2016		10,000			Total FY2017-2020				0				Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 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														
		3,506	3,190	1,000	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			7,696	Total FY2017-2020				0	Total FY2021-2024				0

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	
Total FY2013-2016					0	Total FY2017-2020				0	Total FY2021-2024			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	
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# 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							
		550	424	11,209	250	359	0	0	0	0	0	0	0
		Total FY2013-2016		12,433		Total FY2017-2020			359	Total FY2021-2024			0

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											
		139	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		139		Total FY2017-2020			0	Total FY2021-2024			0

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										
		8,943	3,065	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		12,008		Total FY2017-2020				0			
						Total FY2021-2024				0			

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
Total FY2013-2016		960				Total FY2017-2020		0		Total FY2021-2024		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			
		Total FY2013-2016			7,494				Total FY2017-2020				0			
									Total FY2021-2024				0			

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	
		Total FY2013-2016			168	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			1,335	Total FY2017-2020				0	Total FY2021-2024			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
		Total FY2013-2016		12,005		Total FY2017-2020			33,006	Total FY2021-2024			0

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

Final Version

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					
		371	295	926	0	0	0	16,468	0	0	0	0	0
		Total FY2013-2016		1,592		Total FY2017-2020		16,468		Total FY2021-2024			0

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
Total FY2013-2016		1,100				Total FY2017-2020		0		Total FY2021-2024		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
Total FY2013-2016		14,604				Total FY2017-2020		0		Total FY2021-2024		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										
		106	0	0	0	6,961	0	0	0	0	0	0	0			
		Total FY2013-2016				106		Total FY2017-2020				6,961		Total FY2021-2024		0

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			
		Total FY2013-2016				0		Total FY2017-2020				0		Total FY2021-2024		0

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	
		Total FY2013-2016			3,855	Total FY2017-2020				0	Total FY2021-2024			0

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		
Total FY2013-2016		275			Total FY2017-2020				0				Total FY2021-2024		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.

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		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		
Total FY2013-2016		1,083			Total FY2017-2020				0				Total FY2021-2024		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											
		1,992	67	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,059	Total FY2017-2020				0	Total FY2021-2024			0

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												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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
		Total FY2013-2016		4,111		Total FY2017-2020			0	Total FY2021-2024			0

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	
		Total FY2013-2016			472		Total FY2017-2020			0		Total FY2021-2024		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	
		Total FY2013-2016			3,602		Total FY2017-2020			0		Total FY2021-2024		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		
Total FY2013-2016		2,000			Total FY2017-2020				0				Total FY2021-2024		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		
Total FY2013-2016		500			Total FY2017-2020				0				Total FY2021-2024		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	
		Total FY2013-2016			1,000		Total FY2017-2020			0		Total FY2021-2024		0

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	
		Total FY2013-2016			21		Total FY2017-2020			0		Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Final Version

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			
Total FY2013-2016		150			Total FY2017-2020				0				Total FY2021-2024			

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			
Total FY2013-2016		0			Total FY2017-2020				0				Total FY2021-2024			

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

Final Version

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									
		15,544	5,400	3,100	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		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
		Total FY2013-2016			1,250	Total FY2017-2020			1,359	Total FY2021-2024			0

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
		Total FY2013-2016		6,132		Total FY2017-2020			0	Total FY2021-2024			0

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
		2,600	2,403	0	0	15,657	8,354	10,000	9,000	14,000	10,000	12,000	1,500
Total FY2013-2016		5,003			Total FY2017-2020				43,011	Total FY2021-2024			37,500

DVRPC FY 2013-2016 TIP for PA

Final Version

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										
		1,166	13,210	3,942	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			18,318	Total FY2017-2020				0	Total FY2021-2024			0

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
		Total FY2013-2016		1,662		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

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
		Total FY2013-2016		808		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

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	
		2,500	0	0	0	0	0	0	0	0	3,202	32,540	42,540	
		Total FY2013-2016			2,500	Total FY2017-2020				0	Total FY2021-2024			78,282

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											
		0	4,290	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,290	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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

Final Version

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													
		1,900	900	0	3,510	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,310	Total FY2017-2020				0	Total FY2021-2024			0

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											
		668	475	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,143	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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		
		Total FY2013-2016			2,814	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

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
		Total FY2013-2016		374		Total FY2017-2020			0	Total FY2021-2024			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
		Total FY2013-2016		1,000		Total FY2017-2020			0	Total FY2021-2024			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

DVRPC FY 2013-2016 TIP for PA

Final Version

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

DVRPC FY 2013-2016 TIP for PA

Final Version

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							
		2,334	1,371	7,091	7,831	8,571	0	0	0	0	0	0	0
		Total FY2013-2016			18,627	Total FY2017-2020			8,571	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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	

DVRPC FY 2013-2016 TIP for PA

Final Version

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	
		Total FY2013-2016			1,008		Total FY2017-2020			0		Total FY2021-2024		0

MPMS# 90096 Spring GardenO/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	
		Total FY2013-2016			9,109		Total FY2017-2020			0		Total FY2021-2024		0

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				
		350	0	0	0	197	676	0	6,028	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		350				6,901				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)

LIMITS 51st Street to Lindbergh Boulevard

Actl Let Date: 12/1/2011

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	
Total FY2013-2016		615			Total FY2017-2020				0			Total FY2021-2024		0

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																			
		325	0	0	0	0	0	0	0	0	0	0	0								
		Total FY2013-2016				325				Total FY2017-2020				0							
						Total FY2017-2020				0				Total FY2021-2024				0			

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																			
		2,246	0	0	0	0	0	0	0	0	0	0	0								
		Total FY2013-2016				2,246				Total FY2017-2020				0							
						Total FY2017-2020				0				Total FY2021-2024				0			

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

Final Version

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													
		1,800	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,800		Total FY2017-2020			0		Total FY2021-2024		0

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												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,500		Total FY2017-2020			0		Total FY2021-2024		0

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										
		5,079	9,000	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		14,079		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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	
Total FY2013-2016		22			Total FY2017-2020				0			Total FY2021-2024		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	
Total FY2013-2016		10,255			Total FY2017-2020				0			Total FY2021-2024		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												
		3,828	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		3,828		Total FY2017-2020			0			Total FY2021-2024		0

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

Final Version

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												
		8,130	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			8,130	Total FY2017-2020				0	Total FY2021-2024			0

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																	
		3,170	1,900	3,100	0	0	0	0	0	0	0	0	0								
		Total FY2013-2016				8,170				Total FY2017-2020				0							
						Total FY2017-2020				0				Total FY2021-2024				0			

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																		
		0	3,000	0	0	0	0	0	0	0	0	0	0								
		Total FY2013-2016				3,000				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)

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
Total FY2013-2016		3,750				Total FY2017-2020		0		Total FY2021-2024		0	

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
Total FY2013-2016		204				Total FY2017-2020		0		Total FY2021-2024		0	

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	
		Total FY2013-2016			547	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			3,126	Total FY2017-2020				0	Total FY2021-2024			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

Final Version

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	
		Total FY2013-2016			2,900	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			960	Total FY2017-2020				0	Total FY2021-2024			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
Total FY2013-2016		240				Total FY2017-2020		0		Total FY2021-2024		0	

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
Total FY2013-2016		4,800				Total FY2017-2020		0		Total FY2021-2024		0	

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

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	
		Total FY2013-2016			850	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

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	
Total FY2013-2016		80			Total FY2017-2020				0			Total FY2021-2024		0

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	
Total FY2013-2016		7,229			Total FY2017-2020				0			Total FY2021-2024		0

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	
		Total FY2013-2016			250	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			82	Total FY2017-2020				0	Total FY2021-2024			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	
		Total FY2013-2016			53	Total FY2017-2020				0	Total FY2021-2024			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. Fleysh

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	
		Total FY2013-2016			887	Total FY2017-2020				0	Total FY2021-2024			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
		Total FY2013-2016		1,982		Total FY2017-2020				0			
						Total FY2021-2024				0			

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											
		29,820	14,852	0	8,700	0	0	0	0	0	0	0	0	
		Total FY2013-2016			53,372	Total FY2017-2020				0	Total FY2021-2024			0

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												
		24,450	6,880	0	0	6,260	0	0	0	0	0	0	0	
		Total FY2013-2016			31,330		Total FY2017-2020			6,260		Total FY2021-2024		0

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								
		4,535	0	0	14,948	7,000	0	0	0	0	0	0	0
		Total FY2013-2016			19,483	Total FY2017-2020			7,000	Total FY2021-2024			0

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											
		18,500	20,318	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			38,818	Total FY2017-2020				0	Total FY2021-2024			0

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				Total FY2017-2020				Total FY2021-2024			
		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					
		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

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				79,576			
						35,700							

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
		Total FY2013-2016		37,500		Total FY2017-2020			33,527	Total FY2021-2024			0

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	
Total FY2013-2016		0				Total FY2017-2020				55,750	Total FY2021-2024			124,550

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	
		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											
		15,463	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		15,463		Total FY2017-2020			0	Total FY2021-2024			0

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:

PROJECT MANAGER:

CMP:

No Let Date

LRPID:65

AQ Code:S19

DOD:

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

PROJECT MANAGER: Maint./L. Ryan

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

No Let Date

AQ Code:S10

DOD:

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