



**INTERSTATE MANAGEMENT PROGRAM
FOR THE FY2017 TIP FOR DVRPC
SUBREGION**

I-95 RECONSTRUCTION PROJECT ROADMAP

The I-95 Corridor, a major facility built in the 1960s, is home to many regional destinations. These destinations include sports, recreational and entertainment venues, employment centers like Center City Philadelphia, and major transportation/port facilities such as the Philadelphia International Airport and several port terminals. It also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes.

More than \$2 billion will provide for PennDOT's long-term, multi-phase initiative to rebuild and improve Interstate 95 in Pennsylvania. Over the next decade, PennDOT will focus on reconstructing an eight mile stretch of Interstate 95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 30 separate MPMS#'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the Regional Highway Program of the DVRPC TIP. Construction is currently active at the Cottman/Princeton Interchange (CPR), at the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and at the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95. Table 13, on the next page, shows a breakdown of the individual projects and programming amounts in the FY2017 STIP.

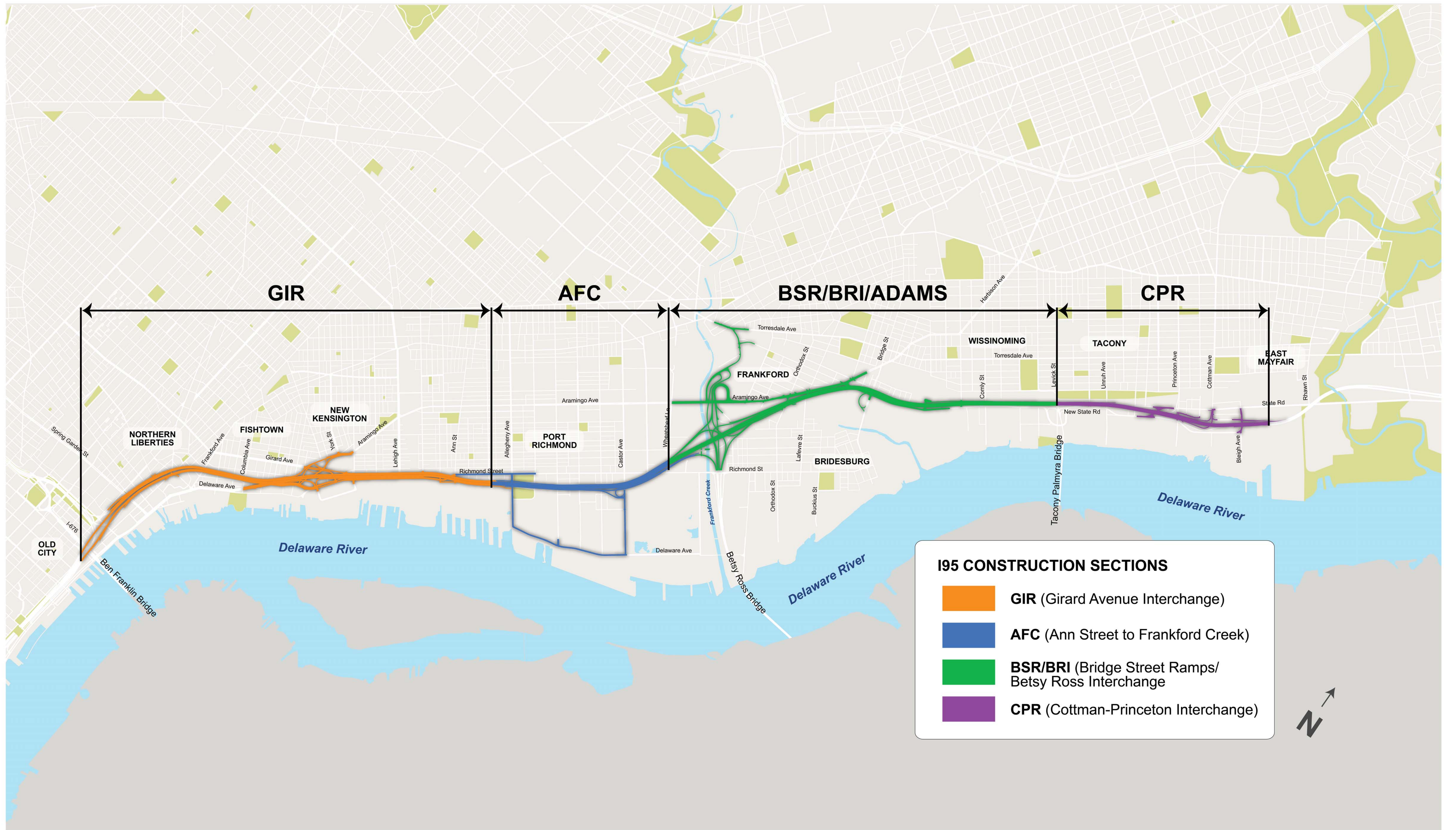
In addition, PennDOT has a number of other projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C). And there is more work still yet to be added to the region's long range transportation improvement program that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the 51 miles of I-95 in Pennsylvania, 23% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. Sector A projects pose particular design, construction and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line and the Delaware River waterfront.

Table 13: I-95 FY2017 STIP Funding

	Sections	Subsections	MPMS #	Limits	Amount of Funds Programmed in the FY2017 STIP for PA ('000)			
					First FY (2017-2020)	Second FY (2021-2024)	Third FY (2025-2028)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	These projects have been let for construction and do not have funds programmed in the FY2017 STIP.			
		CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				
		CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.				
	Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	\$ 20,000	\$ 20,000	\$ 11,300	\$ 51,300
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 66,686	\$ 48,000		\$ 114,686
		BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 8,500	\$ 71,852	\$ 110,000	\$ 190,352
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
		BS4	103562	I-95 Betsy Ros Ramps/Adams Avenue Connector	\$ 91,361			\$ 91,361
		BS5	103563	I-95 Bridge Street Ramps	\$ 5,000	\$ 72,240		\$ 77,240
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (Design)	\$ 24,000	\$ 24,000	\$ 20,594	\$ 68,594
		BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 15,000			\$ 15,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)	\$ 37,181	\$ 80,000		\$ 117,181
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.		\$ 20,846	\$ 120,000	\$ 140,846
		BR4	103559	I-95 Betsy Roos Mainline SB			\$ 1,344	\$ 1,344
		BR5	103560	I-95 Betsy Ross Conrail Bridges	\$ 7,867	\$ 60,000		\$ 67,867
		BR6	103561	I-95 Betsy Ross Interchange Drainage		\$ 6,959		\$ 6,959
		AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (Design)	\$ 27,622	\$ 20,000	\$ 13,107	\$ 60,729
		Betsy Ross Bridge to Girard Avenue (AFC)	AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ 19,276	\$ 5,000	
	AF2		79912	I-95: Allegheny Ave. Interchange	\$ 41,475	\$ 100,000	\$ 45,000	\$ 186,475
	AF3		103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek		\$ 9,388	\$ 64,069	\$ 73,457
	AF4		103558	I-95SB Ann St. to Wheatsheaf Lane			\$ 1,344	\$ 1,344
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	\$ 4,799			\$ 4,799
		GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
		GR1	79686	I-95: Columbia Ave. to Ann St.	\$ 1,000			\$ 1,000
		GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$ 9,000			\$ 9,000
		GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$32,840.00			\$ 32,840
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 90,515	\$ 120,000	\$ 84,930	\$ 295,445
		GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 14,267	\$ 40,000	\$ 54,267
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.		\$ 20,872	\$ 155,000	\$ 175,872
		GR7	103554	I-95 Corridor ITS/ATMS	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
GR8		103555	I-95 Corridor ITS	\$ 19,588	\$ 40,000	\$ 20,000	\$ 79,588	
Other I-95 Projects	95/322 - Sector C	15447	I-95/322/Conchester Hwy. Interchange/Impvts. (322)			\$ 3,875	\$ 3,875	
	95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	\$ 2,462			\$ 2,462	
		46959	I-95 Design Review Manager	\$ 1,000			\$ 1,000	
		92289	I-95 Consultant Management	\$ 1,000			\$ 1,000	
		98207	I-95 Congestion Management	\$ 16,100	\$ 33,000		\$ 49,100	
	CSP - Sector B	104243	I-95 Central and South Philadelphia Project Development	This project has been let for construction and does not have funds programmed in the FY2017 STIP.				
	CSXT - Sector C	104343	US 322 over CSX	\$ 3,248	\$ 21,813	\$ 12,244	\$ 37,305	
		105796	Philadelphia Pump Station Upgrades	\$ 22,660			\$ 22,660	
		106708	I-95 Planning Assistance	\$ 155			\$ 155	
		106654	I-95 Transportation Demand Management (TMS)	\$ 450			\$ 450	
	Total Amount of Funds Programmed in FY2017 STIP for PA for I-95 Reconstruction in Philadelphia ('000):							\$ 2,087,070

Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
 Teal shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated.
 Red shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.
 Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
 Yellow shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide
Abbreviations: PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project)



I95 CONSTRUCTION SECTIONS

- GIR (Girard Avenue Interchange)
- AFC (Ann Street to Frankford Creek)
- BSR/BRI (Bridge Street Ramps/ Betsy Ross Interchange)
- CPR (Cottman-Princeton Interchange)



I95 SECTOR A
Map Of Construction Sections

Figure 4: I-95 SECTOR A MAP



DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 *I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095*

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP). The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge Off Ramp and along US 322 from the I-95 interchange to SR 452 (Market Street) to the west. Among other safety issues, a major weave across three high volume lanes of traffic occurs when vehicles enter I-95 from US 322 eastbound and are destined to US 322 eastbound and the Commodore Barry Bridge. The area along I-95 has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB. The project will also entail the bridge rehabilitation or replacement of 5 existing bridges including Highland Avenue over I-95. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581-IM	0	0	0	0	0	0	0	0	3,875	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				3,875			

Total For Delaware	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,875

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 92583 I-76: Turnpike Interchange to City Line Avenue Interchange

Return

LIMITS: Turnpike Interchange to City Line Avenue Interchange

No Let Date

MUNICIPALITIES: Lower Merion Township; West Conshohocken Borough; Upper Merion Township; Conshohocke

IMPROVEMENT: Roadway Rehabilitation

FC: 11

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP:

Milling and repaving of I-76, Schuylkill Expressway, from the Turnpike Interchange to the City Line Avenue Interchange in Upper Merion Township, Lower Merion Township, and West Conshohocken Borough in Montgomery County.

All work will be on the mainline roadway. No proposed work is on any ramps or bridges except for ramps and bridges in the I-76/I-476 Interchange.

Work also includes updating guide rail, replacing damaged signs, and repairs to several overhead sign structures.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	TOLL													
PE	SPK-NHPP	125												
FD	TOLL													
FD	SPK-NHPP													
CON	NHPP		3,500											
CON	TOLL													
CON	SPK-NHPP		23,266											
		125	26,766	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		26,891		Total FY2021-2024				0	Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

New

LIMITS: Between the US 202 and I-476 interchanges

No Let Date

MUNICIPALITIES: Upper Merion Township

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP:

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

- Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
- Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I – 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).
- Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
- Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
- Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	SPK-NHPP	4,500												
PE	SPK-NHPP		8,500											
CON	SPK-NHPP					18,289								
CON	SPK-NHPP						18,337							
CON	SPK-NHPP							26,037						
CON	SPK-NHPP								38,137					
CON	NHPP-IM									11,200				
Total FY2017-2020		4,500	8,500	0	0	18,289	18,337	26,037	38,137	11,200	0	0	0	
Total FY2017-2020		13,000			Total FY2021-2024				100,800		Total FY2025-2028			11,200

Total For Montgomery	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$4,625	\$35,266	\$0	\$0	\$39,891	\$100,800	\$11,200

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 **Bridge Street Design (Section BSR)(IMP) SR:0095**

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane at the Bridge St. on-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. The project includes the replacement of six mainline structures. 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 North Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatshaeaf La. to the south to the Amtrak 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 construct a portion of the Adams Ave. 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 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, North Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the North Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the North Delaware Ave. Extension. A new on-ramp from Tacony St. and the North Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatshaeaf La. to the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine St. and Cottman Ave. that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP-IM*	4,500											
FD	581-IM*	500											
FD	NHPP-IM*		4,500										
FD	581-IM*		500										
FD	NHPP-IM			4,500									

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

LIMITS: Wheatshaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatshaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 will be eliminated from the Betsy Ross Interchange. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaf Lane to the 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 rehabilitation or replacement 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 removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine 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; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

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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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP-IM*	4,800											
FD	581-IM*	1,200											
FD	NHPP-IM		4,800										
FD	581-IM		1,200										
FD	NHPP-IM			4,800									
FD	581-IM			1,200									
FD	NHPP-IM				4,800								
FD	581-IM				1,200								
FD	NHPP-IM					4,800							

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

FD	581-IM					1,200							
FD	NHPP-IM						4,800						
FD	581-IM						1,200						
FD	NHPP-IM							4,800					
FD	581-IM							1,200					
FD	NHPP-IM								4,800				
FD	581-IM								1,200				
FD	NHPP-IM									16,475			
FD	581-IM									4,119			
		6,000	6,000	6,000	6,000								
		Total FY2017-2020		24,000									
						6,000	6,000	6,000	6,000				
						Total FY2021-2024		24,000					
										20,594	0	0	0
										Total FY2025-2028		20,594	

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

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which 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 will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will 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 replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga 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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581-IM	2,950											
FD	185-IM	2,050											
FD	581-IM		2,950										
FD	185-IM		2,050										
FD	185-IM			2,050									
FD	581-IM			2,950									
FD	185-IM				2,050								
FD	581-IM				2,950								

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

FD	581-IM					2,950							
FD	185-IM					2,050							
FD	581-IM						2,950						
FD	185-IM						2,050						
FD	185-IM							2,050					
FD	581-IM							2,950					
FD	581-IM								2,950				
FD	185-IM									2,050			
FD	581-IM										7,733		
FD	185-IM										5,374		
ROW	185-IM	615											
ROW	581-IM	885											
ROW	185-IM		615										
ROW	581-IM		71										
ROW	581-IM												
ROW	185-IM												
UTL	581-IM	590											
UTL	185-IM	410											
UTL	185-IM		410										
UTL	581-IM		590										
UTL	581-IM			590									
UTL	185-IM			410									
UTL	581-IM				296								
UTL	185-IM				206								
		7,500	6,686	6,000	5,502	5,000	5,000	5,000	5,000	13,107	0	0	0
		Total FY2017-2020		25,688		Total FY2021-2024		20,000		Total FY2025-2028		13,107	

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

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP-IM	24,517												
CON	581-IM	2,724												
		27,241	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			27,241	Total FY2021-2024				0	Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 **I-95 Northbound: Columbia-Ann St N (GR3)**

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). 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 and sound barrier walls. Delaware Ave. will be reconstructed between Columbia Ave. and Aramingo Ave. and the temporary detour road will be constructed along Conrail's Port Richmond Yard and an associated retaining wall. 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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor 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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	NHPP-IM	5,580											
UTL	581	620											
CON	NHPP-IM		44,528										
		6,200	44,528	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		50,728		Total FY2021-2024			0	Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 I-95 Southbound: Columbia-Ann St N (GR4)

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). 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 and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. 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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor 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 CMP 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. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	265											
ROW	581-IM		250										
UTL	NHPP-IM		4,553										
UTL	581-IM		506										
UTL	NHPP-IM			4,000									
UTL	581-IM			444									
CON	NHFP		48,879										
CON	NHPP-IM			31,295									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							35,000					
CON	NHPP-IM								35,000				
CON	NHPP-IM									86,975			
		265	54,188	35,739	30,000	30,000	30,000	35,000	35,000	86,975	0	0	0
		Total FY2017-2020		120,192		Total FY2021-2024		130,000		Total FY2025-2028		86,975	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 **I-95: Race - Shackamaxon (GR5)**

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. This project will be split into two different section (GR5 and GR6 - northbound and southbound) for letting purposes on the future (see MPMS #102304). Overall cost of the Race to Shackamaxon section is approximately \$300 million for both northbound and southbound directions.

Construction programming extends beyond the 12-year period. \$137,000,000 total is cash-flowed from FY2027 to FY2030 and is part of the construction cost.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor 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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP-IM		3,986										
ROW	581-IM		443										
ROW	NHPP-IM			1,324									
ROW	581-IM			147									
UTL	581-IM							7,267					
UTL	581-IM								7,000				
CON	NHPP-IM									40,000			
		0	4,429	1,471	0	0	0	7,267	7,000	40,000	0	0	0
		Total FY2017-2020			5,900	Total FY2021-2024			14,267	Total FY2025-2028		40,000	

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

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812). The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed to the existing ramp system. In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM	3,017											
CON	SXF	11,983											
		15,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		15,000		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 **I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)**

LIMITS: Wheatshaeaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581-IM	2,412												
ROW	185-IM	1,298												
ROW	581-IM		2,275											
ROW	185-IM		1,225											
UTL	581-IM	937												
UTL	185-IM	505												
UTL	581-IM		937											
UTL	185-IM		505											
CON	NHPP-IM													
CON	NHPP-IM													
CON	NHPP-IM					20,000								
CON	NHPP-IM						20,000							
CON	NHPP-IM							20,000						
CON	NHPP-IM								20,000					
CON	NHPP-IM									22,716				
		5,152	4,942	0	0	20,000	20,000	20,000	20,000	22,716	0	0	0	
		Total FY2017-2020			10,094		Total FY2021-2024			80,000	Total FY2025-2028			22,716

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 **I-95: Betsy Ross Mainline (BR3)**

LIMITS: Wheatshaeaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the northbound mainline construction from Wheatshaeaf Lane to SR 0095 north of Margaret St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 northbound over Frankford Creek and construction of a northbound I-95 viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noise wall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM					2,500							
ROW	581-IM						1,750						
ROW	581-IM							1,546					
UTL	581-IM					500							
UTL	581-IM						400						
UTL	581-IM							259					
CON	NHPP-IM								13,891				
CON	NHPP-IM									120,000			
		0	0	0	0	3,000	2,150	1,805	13,891	120,000	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			20,846	Total FY2025-2028			120,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 **I-95: Kennedy to Levick (Section BS1) (IMP)**

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, the southbound I-95 off-ramp at the Bridge Street interchange, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street at a new underpass to be located opposite the proposed Tacony Street/North Delaware Avenue Extension intersection;
- Relocate the Bridge Street on ramp further north to the proposed Tacony Street/North Delaware Avenue Extension intersection;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street (i.e. the location of the southbound off ramp), Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of the North Delaware Avenue Extension; and
- Install a new traffic signal at the intersection of Tacony Street and the proposed North Delaware Avenue Extension; and
- Modify the traffic signals at Tacony Street and Fraley Street, Tacony Street and Van Kirk Street and Tacony Street and Comly Street; and
- Construct trail connections to the K&T Trail along Van Kirk Street and/or Comly Street.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #'s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	7,965											
ROW	581-IM		4,000										
ROW	581-IM			4,000									
UTL	581-IM		2,500										
UTL	581-IM			2,804									
CON	NHPP-IM												
CON	NHPP-IM												
CON	NHPP-IM				20,000								
CON	NHPP-IM					20,000							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								11,237				

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Pennsylvania - Interstate Management Program

Philadelphia

	7,965	6,500	6,804	20,000	20,000	20,000	20,000	11,237	0	0	0	0
Total FY2017-2020			41,269		Total FY2021-2024		71,237		Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 *I-95: Margaret to Kennedy (Section BS2) (IMP)*

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street, which were relocated in the Section BS1 project (MPMS #79908). This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM			2,000									
ROW	581-IM				2,000								
ROW	581-IM					1,464							
UTL	581-IM			2,250									
UTL	581-IM				2,250								
UTL	581-IM					2,056							
CON	NHPP-IM					8,332							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								20,000				
CON	NHPP-IM									110,000			
		0	0	4,250	4,250	11,852	20,000	20,000	20,000	110,000	0	0	0
		Total FY2017-2020			8,500	Total FY2021-2024			71,852	Total FY2025-2028			110,000

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		3,000										
ROW	581-IM			3,000									
ROW	581-IM				3,548								
UTL	581-IM		1,683										
UTL	581-IM			1,500									
CON	NHPP-IM												
CON	NHPP-IM					6,225							
CON	NHPP-IM						10,000						
CON	NHPP-IM							10,000					
CON	NHPP-IM												
CON	NHPP-IM												
		0	4,683	4,500	3,548	6,225	10,000	10,000	0	0	0	0	0
Total FY2017-2020				12,731		Total FY2021-2024	26,225			Total FY2025-2028		0	

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

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER: Metropolitan Center

IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is total reconstruction and shoulder widening of I-95 between Shackamaxon St. and Columbia Ave. to allow future cross-overs, the addition of a continuous ramp lane in each direction, I-95 structure replacements over Shackamaxon St., Marlborough St., and Columbia Ave., removal of existing I-95 northbound off ramp (Ramp E) and associated retaining and sound barrier wall construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor 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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP-IM	5,400												
CON	185-IM	300												
CON	581-IM	300												
CON	NHPP-IM		2,700											
CON	581-IM		150											
CON	185-IM		150											
		6,000	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			9,000		Total FY2021-2024			0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 92289 I-95 Consultant Mgmt

Return

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: CMP:

Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	NHPP-IM	450												
PE	581-IM	50												
PE	NHPP-IM		450											
PE	581-IM		50											
		500	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,000		Total FY2021-2024				0		Total FY2025-2028		0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 *I-95 Congestion Management*

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP-IM				16,100								
PE	NHPP-IM					16,500							
PE	NHPP-IM						16,500						
		0	0	0	16,100	16,500	16,500	0	0	0	0	0	0
		Total FY2017-2020		16,100		Total FY2021-2024		33,000		Total FY2025-2028		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103553 *I-95: Race-Shackamaxon 2 (GR6)*

New-B

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

This section serves as a placeholder for splitting GR5 (MPMS #79828) into 2 projects in the future. MPMS #79828 will continue to be referred as Section GR5. MPMS #103553 will be referred to as Section GR6. Further, funds currently shown in Later Fiscal Years will provide for congestion management improvements for the I-95 corridor construction operations of the sections active in design, including sections AFC, BRI, BSR, CPR, and GIR. The improvements emphasize mainline and ramp lane pavement markings, signals, signing and shoulder pavement rehabilitation to improve existing capacity beyond the limits of the active construction zones.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor 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 CMP 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. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM							5,872					
CON	NHPP-IM								15,000				
CON	NHPP-IM									155,000			
		0	0	0	0	0	0	5,872	15,000	155,000	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			20,872	Total FY2025-2028		155,000	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 *I-95 Corridor ITS (GR8)*

New

LIMITS: I-95 Corridor in the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary. Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM		1,804										
UTL	581-IM			3,500									
CON	NHPP-IM				14,284								
CON	NHPP-IM					10,000							
CON	NHPP-IM						10,000						
CON	NHPP-IM							10,000					
CON	NHPP-IM								10,000				
CON	NHPP-IM									20,000			
		0	1,804	3,500	14,284	10,000	10,000	10,000	10,000	20,000	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		19,588				40,000				20,000			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103557 I-95N Ann St-Wheatsheaf Lane (AF3)

New-B

LIMITS: I-95 Allegheny Ave. South of Frankford Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at 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:

*Westmoreland Viaduct (I-95 NB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Widen and Rehabilitate existing NB Structure from Westmoreland Street to Tioga Street.

*I-95 NB over Venango Street - Total Replacement

*I-95 NB over Castor Avenue - Total Replacement

*I-95 NB over Richmond Street - Total Replacement

*I-95 NB over Wheatsheaf Lane - Total Replacement

*Betsy Ross Ramp A Viaduct (NB) - Total Replacement

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 split interchanges (a NB interchange at Castor Avenue, and a SB 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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581-IM		2,000											
ROW	581-IM							3,500						
ROW	581-IM								3,500					
ROW	581-IM									2,069				
UTL	581-IM					700								
UTL	581-IM							800						
UTL	581-IM								888					
CON	NHPP-IM									60,000				
		0	2,000	0	0	0	700	4,300	4,388	62,069	0	0	0	
		Total FY2017-2020			2,000	Total FY2021-2024				9,388	Total FY2025-2028			62,069

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103558 *I-95SB: Ann St -Wheatsheaf Lane (AF4)*

New-B

LIMITS: I-95 Ann St to Wheatsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny 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:

*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing SB Structure from Westmoreland Street to Tioga Street.

*I-95 SB over Venango Street - Total Replacement

*I-95 SB over Castor Avenue - Total Replacement

*I-95 SB over Richmond Street - Total Replacement

*I-95 SB over Wheatsheaf Lane - Total Replacement

*Ramp E over playground - New Bridge

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 split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79112, 103557 and 103558. 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 CMP strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM									672			
UTL	581-IM									672			
		0	0	0	0	0	0	0	0	1,344	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				1,344			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 I-95 Btsy Rss MainIn SB (BR4)

New-B

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the southbound mainline construction from W heatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and construction of a southbound I-95 viaduct over Orthodox, Pearce and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the Honeywell Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP 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. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028												
UTL	581-IM									1,344															
		0	0	0	0	0	0	0	0	1,344	0	0	0												
		Total FY2017-2020				0				Total FY2021-2024				0				Total FY2025-2028				1,344			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103560 *I-95 Betsy Ross Conrail Brdgs (BR5)*

New-B

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		1,100										
ROW	581-IM			1,022									
UTL	581-IM		800										
UTL	581-IM			791									
CON	NHPP-IM				4,154								
CON	NHPP-IM					15,000							
CON	NHPP-IM						15,000						
CON	NHPP-IM							30,000					
		0	1,900	1,813	4,154	15,000	15,000	30,000	0	0	0	0	0
		Total FY2017-2020			7,867	Total FY2021-2024			60,000	Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103561 *I95 Betsy Ross Int. Drainage (BR6)*

New-B

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #'s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 1

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP-IM					1,500								
CON	NHPP-IM						5,456							
		0	0	0	0	1,500	5,456	0	0	0	0	0	0	
		Total FY2017-2020				0	Total FY2021-2024			6,956	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103562 *I-95 B.Ross Rmps/Adms Ave Cnn (BS4)*

New-B

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from Wheatsheaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street.

This project includes upgraded/new traffic signals at the following intersections:

- Aramingo Avenue and Wheatsheaf Lane
- Aramingo Avenue and Adams Avenue Connector
- Aramingo Avenue and Ramp F
- Aramingo Avenue and Church Street
- Church Street and Tacony Street

See MPMS #47811 for an overall description of the SR 95 Section BSR section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

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 CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	581-IM	515												
CON	NHPP-IM	46,846												
CON	NHPP-IM		22,340											
		47,361	22,340	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		69,701	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 105796 Philadelphia Pump Station Upgrades

New

LIMITS: South Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S18

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations: 1) I-676 at the intersection of 10th and Winter Streets, 2) I-676 at 22nd Street, 3) I-95 at Dock Street, and 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard. The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	NHPP-IM	1,236												
FD	581-IM	309												
UTL	NHPP-IM	412												
UTL	581-IM	103												
CON	NHPP-IM	10,300												
CON	NHPP-IM		10,300											
		12,360	10,300	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		22,660		Total FY2021-2024				0		Total FY2025-2028		0

Total For Philadelphia	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$146,544	\$178,800	\$75,077	\$108,838	\$509,259	\$648,643	\$664,449