

**Figure 6:
FY2009 - 2012 Interstate Management Program
funding in the DVRPC Region**

By County

| County/Operator | 2009 | 2010 | 2011 | 2012 | 2009-2012 | Later FYs |
|------------------------|-------------|-------------|-------------|-------------|------------------|------------------|
| <i>Montgomery</i> | 20,000 | 20,000 | 0 | 0 | 40,000 | 0 |
| <i>Philadelphia</i> | 10,000 | 21,000 | 45,000 | 45,000 | 121,000 | 0 |
| <i>Various</i> | 34,373 | 12,000 | 91,190 | 117,521 | 255,084 | 0 |
| | | | | | | 0 |
| TOTAL | 64,373 | 53,000 | 136,190 | 162,521 | 416,084 | 0 |
| GRAND TOTAL | 64,373 | 53,000 | 136,190 | 162,521 | 416,084 | 0 |

By Fund Type

| TIP Fund | 2009 | 2010 | 2011 | 2012 | 2009-2012 | Later FYs |
|--------------------|-------------|-------------|-------------|-------------|------------------|------------------|
| <i>BND</i> | 0 | 12,000 | 0 | 0 | 12,000 | 0 |
| <i>BRIDGE</i> | 16,200 | 17,100 | 90,171 | 105,769 | 229,240 | 0 |
| <i>B-STATE</i> | 1,800 | 1,900 | 10,019 | 11,752 | 25,471 | 0 |
| <i>DEMO</i> | 34,373 | 0 | 0 | 0 | 34,373 | 0 |
| <i>H-STATE</i> | 1,200 | 3,100 | 3,600 | 3,600 | 11,500 | 0 |
| <i>HWY</i> | 10,800 | 18,900 | 32,400 | 41,400 | 103,500 | 0 |
| | | | | | | |
| TOTAL | 64,373 | 53,000 | 136,190 | 162,521 | 416,084 | 0 |
| GRAND TOTAL | 64,373 | 53,000 | 136,190 | 162,521 | 416,084 | 0 |

I-95 Reconstruction Project "Roadmap"

Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS#'s, some of which appear in the Statewide Interstate Management Program (IMP) which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed.

DESIGN ONLY PROJECTS *

| | | |
|------------|--|--------------|
| 17821 GIR | Design for GIR0 - GR5 (\$20M SPIKE) | \$39,000,000 |
| 46959 I-95 | Design Support Services, "A" Sections (DEMO) | \$11,000,000 |

CONSTRUCTION ESTIMATES OF I-95 FROM GIRARD POINT NORTH TO COTTMAN

AVENUE INTERCHANGE

| | | |
|---------------------------------------|-----------------------------------|------------------------|
| 73864 MS3 | I-95: Girard Pt - Girard Ave | \$12,000,000 |
| 82619 MB1 | I-95 Bridge Repairs | \$9,000,000 |
| 80094 GR0 | Temp I-95 Off-Ramp | \$8,000,000 |
| 79686 GR1 | I-95: Columbia - Ann | \$76,000,000 |
| 79825 GR2 | I-95: Shackamaxon-Columbia | \$10,849,000 |
| GR2 | I-95: Shackamaxon-Columbia | \$28,551,000 |
| 79683 CP1 | Cottman-Princeton Local/Str/Rmp | \$30,500,000 |
| 80014 CPU | I-95 Utility Rlc/Srf Strts | \$24,000,000 |
| 79685 CP2 | Cottman-Princeton Main Line/Rmp | \$179,000,000 |
| 47812 BRI | I-95 Betsy Ross Interchange | \$36,000,000 |
| 79826 GR3 | I-95 N: Columbia-Ann St North | \$252,500,000 |
| 79911 AF1 | I-95: Allegheny Ave Interchange | \$108,000,000 |
| 79903 BR0 | I-95: Betsy Ross Bridge Ramps | \$136,625,000 |
| 79912 AF2 | I-95: Allegheny Ave Interchange | \$77,000,000 |
| 79827 BS1 | I-95 N: Bridge Street Interchange | \$105,000,000 |
| 79908 GR4 | I-95 S: Columbia - AnnSt N | \$275,700,000 |
| 79910 BR2 | I-95 N: Betsy Ross Interchange | \$81,420,000 |
| 79904 BS2 | I-95 S: Bridge Street Interchange | \$197,100,000 |
| 79905 BR3 | I-95 S: Betsy Ross Interchange | \$81,305,000 |
| 79828 GR5 | I-95: Race - Shackamaxon | \$242,300,000 |
| SUBTOTAL CONSTRUCTION ESTIMATE | | \$1,970,850,000 |

| | |
|--|---|
| | No shading denotes projects which were previously programmed |
| | Green shading denotes projects currently programmed in the DVRPC Regional TIP |
| | Yellow shading denotes projects currently programmed in the statewide IMP |
| | Gray Shading denotes projects not yet programmed. |

Section Original Original Section Location and Name MPMS# Breakout Sections

| | | |
|-----|-------|--|
| GIR | 17821 | Girard Interchange Ramps: GR0, GR1, GR2, GR3, GR4, GR5 |
| CPR | 47394 | Cottman-Princeton Interchange: CP1, CPU, CP2 |
| AFC | 47813 | Ann Street-Frankford Creek: AF1, AF2 |
| BRI | 47812 | Betsy Ross Interchange: BR0, BR2, BR3 |
| BSR | 47811 | Bridge Street Ramps: BS1, BS2 |

*Note:

Engineering design work for individual breakout projects of Sections CPR, AFC, BRI, and BSR are included in each individual breakout. Those design costs are not reflected here.

OTHER

| | | |
|-------|----------------------------------|---------------|
| 15477 | I-95/US 322 Interchange | \$100,000,000 |
| 46948 | I-95 at Street Road - Study | DONE |
| 84226 | I-95 Bridge Interstate Line Item | IMP Line Item |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Montgomery

MPMS# 16737 **I-476 Reconstruction, Chemical Rd. to I-76 (RES)**
 AQ Code S10 Chemical Rd. to I-76, Schuylkill Exp.
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 2B, Lower Merion Township; Plymouth Township; West Conshohocken Borough
 2C
 2030 LRP ID: 06

This project (Section RES) involves the design and total reconstruction of the northbound and southbound lanes of I-476 between I-76 (the Schuylkill Expressway) and I-276 (the Pennsylvania Turnpike Mid-County Interchange), a distance of 3.5 miles.

No additional travel lanes will be provided and widening will be limited to increasing shoulder widths to meet current standards. Included with the project is the removal and replacement of the existing pavement, sinkhole remediation, extending acceleration and deceleration ramp lengths, drainage and guide rail upgrades, and the deployment of additional ITS devices and communications equipment. The project includes the structural rehabilitation of 9 bridges: eight dual mainline structures and one overhead bridge. The mainline bridges will not be widened.

Construction costs for this project includes the Schuylkill River bridge rehabilitation. Also see MPMS #80479 in the DVRPC Regional TIP. Total roadway construction estimate is \$112 million.

This project contains ITS elements.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|---------------|----------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | IM | 9,000 | | | | |
| CON | BOO | 9,000 | | | | |
| CON | 185 | 1,000 | | | | |
| CON | 581 | 1,000 | | | | |
| CON | BOO | | 9,000 | | | |
| CON | IM | | 9,000 | | | |
| CON | 581 | | 1,000 | | | |
| CON | 185 | | 1,000 | | | |
| Fiscal Year Total | | 20,000 | 20,000 | 0 | 0 | 0 |
| | | Total FY 09-12 | | | 40,000 | |

| | | | | | |
|-----------------------------|---------------|-----------------------|----------|----------|---------------|
| Total for Montgomery | 20,000 | 20,000 | 0 | 0 | 0 |
| | | Total FY 09-12 | | | 40,000 |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Philadelphia

MPMS# 17783 **Schuylkill Expressway Bridges (Sec. PBP)**
 AQ Code S19 over River & Viaduct, Approx South-Grays
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, West Philadelphia
 10A

This project (Section PBP) provides for the rehabilitation and repair of the existing 25-span steel structure of I-76 that crosses over the Schuylkill River, CSX Railroad, Grays Ferry Ave, 33rd Street and Wharton Street (roughly between South Street and just south of Grays Ferry Avenue). The bridge has a 4 lane typical roadway section with 2 lanes in each direction separated by a 4-foot median. Work will include structural repairs to deck joints, scuppers and downspouts; repair/replacement of deteriorated structural steel members; repainting; replacement of portions of the safety walk and parapets; bridge deck repair; and overlay.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|-----------------------|----------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | BOO | 7,200 | | | | |
| CON | IM | 1,800 | | | | |
| CON | 185 | 800 | | | | |
| CON | 581 | 200 | | | | |
| Fiscal Year Total | | 10,000 | 0 | 0 | 0 | 0 |
| | | | Total FY 09-12 | | 10,000 | |

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 **I-95, Betsy Ross Interchange (BRI)**
 AQ Code 2020M Wheatsheaf Lane to Orthodox St.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 4B Philadelphia City
 2030 LRP ID: 08; 08; 65;
 65

This Section BRI project will reconstruct 9 bridges and 1.1 mile of roadway. Eliminate lane drop (from 3 to 4) in both directions between interchanges. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. New Ramp connections between the Betsy Ross Bridge and the interchange will be constructed. A new north-bound off-ramp movement to Aramingo Avenue via Orthodox Street is planned.

The project will require widening of the northbound lanes of Aramingo Avenue from Orthodox Street to Tacony Street along I-95 right of way.

CMP commitments include intersection, ITS, pedestrian and transit improvements. See DVRPC's CMP 2007 Supplemental Project Status Memorandum for details.

Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. This project is integral to the Delaware Valley Freight Corridors Initiative. The reconstruction of I-95 has been broken out to over 20 separate MPMS#'s, some of which appear in the Interstate Management Program which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. See MPMS #'s 17821, 47812, 82619, 80094, 79686, 79825, 79683, 80014, and 84226.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|--------|--------|--------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | IM | | | | 32,400 | |
| CON | 581 | | | | 3,600 | |
| Fiscal Year Total | | 0 | 0 | 0 | 36,000 | 0 |
| | | Total FY 09-12 | | | 36,000 | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Philadelphia

MPMS# 50931 *I-76 / US 1 (Bridges) (Sec. GUS)*
 AQ Code S19 Gustine Lake Interchange
 Bridge Repair/Replacement
 Philadelphia City

This project (Section GUS) will provide for the replacement of 5 structures that form a series of loop ramps and bridges known as the Gustine Lake Interchange which carries and connects several avenues and drives to each other and to the nearby Schuylkill Expressway (Interstate 76) and the Roosevelt Expressway (U.S. Route 1), both located on the opposite side of the Schuylkill Rive.

Bridge No. 1 SR 8045 (Ramps G and N over Kelly Drive); Bridge No. 2 SR 4006 (Ramp F over Kelly Drive); Bridge No. 3 SR 4006 (Ramp F over Ridge Avenue); Bridge No. 4 SR 3007 (Kelly Drive over Ridge Avenue); and Bridge No. 5 SR 8045 (Ramp C over Ramp H).

The interchange is located within the boundaries of Fairmount Park. Located within the infield of the interchange is the Gustine Lake pumping station, owned and operated by the City of Philadelphia Water Department. Specific structures to be replaced are: Bridge No. 1 SR 8045 (Ramps G and N over Kelly Drive); Bridge No. 2 SR 4006 (Ramp F over Kelly Drive); Bridge No. 3 SR 4006 (Ramp F over Ridge Avenue); Bridge No. 4 SR 3007 (Kelly Drive over Ridge Avenue); and Bridge No. 5 SR 8045 (Ramp C over Ramp H).will provide for the in kind replacement of five bridges.

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

Under construction

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|--------|----------------------------|-----------------------|--------------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | ECON-R | 9,900 | | | | |
| CON | BOO | | 6,560 | | | |
| CON | BOO | | | 1,539 | | |
| Fiscal Year Total | | 9,900 | 6,560 | 1,539 | 0 | 0 |
| | | | Total FY 09-12 | | 17,999 | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Philadelphia

MPMS# 79683 **Cottman-Princeton Local St Ramp (CP1)**

AQ Code 2020M City of Philadelphia
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 4B, 5G Philadelphia City

The project is surface streets, several ramps, and utility relocations. Ramp work includes: Ramp E (SB on-ramp at Longshore Avenue); Ramp C (NB on-ramp at Princeton Avenue); Ramp C Spur from Milnor Street; and Ramp A (SB on-ramp at Princeton Avenue) removal. Surface street work includes; widening and reconstruction of Cottman Avenue (existing S.R. 6073, proposed S.R. 73); widening and reconstruction of State Road (existing S.R. 6073, proposed S.R. 73), rehabilitating Princeton Avenue (existing S.R. 73, proposed S.R. 1010) including the installation of intersection traffic calming "bump-outs", rehabilitating "Old" State Road (between New State Rd and Longshore Avenue); surface street installation of improved ITS features, and traffic signal construction and/or timing modifications at 13 locations.

This project is a breakout of MPMS# 47394 (CPR)

Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. This project is integral to the Delaware Valley Freight Corridors Initiative. The reconstruction of I-95 has been broken out to over 20 separate MPMS#'s, some of which appear in the Interstate Management Program which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. See MPMS #'s 17821, 47812, 82619, 80094, 79686, 79825, 79683, 80014, and 84226.

This project contains ITS elements.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|----------------|--------|--------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | IM | | 9,000 | | | |
| CON | 581 | | 1,000 | | | |
| CON | IM | | | 18,000 | | |
| CON | 581 | | | 2,000 | | |
| Fiscal Year Total | | 0 | 10,000 | 20,000 | 0 | 0 |
| | | | Total FY 09-12 | | 30,000 | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Philadelphia

MPMS# 80014 ***I-95, Utility Relocation & Surface Sts (CPU)***

AQ Code 2020M City of Philadelphia
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 4B, Philadelphia City
 5G, 5H

Roadway reconstruction and utility relocation. Associated roadway work includes pavement reconstruction on: Milnor Street (between New State Road and Bleigh Ave.) and Bleigh Ave. (between Milnor Street and State Road). Additional construction includes 2 retaining walls and traffic signal construction and/or timing modifications at 4 locations.

CMP commitments include intersection, ITS, pedestrian and transit improvements. See DVRPC's CMP 2007 Supplemental Project Status Memorandum for details.

This project is a breakout of I-95 Section CPR (Cottman- Princeton Interchange, original MPMS #47394).

Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. This project is integral to the Delaware Valley Freight Corridors Initiative. The reconstruction of I-95 has been broken out to over 20 separate MPMS#'s, some of which appear in the Interstate Management Program which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. See MPMS #'s 17821, 47812, 82619, 80094, 79686, 79825, 79683, 80014, and 84226.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|-----------------------|---------------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| UTL | IM | | 900 | | | |
| UTL | 581 | | 100 | | | |
| CON | 581 | | 1,000 | | | |
| CON | IM | | | 14,400 | | |
| CON | 581 | | | 1,600 | | |
| CON | IM | | | | 9,000 | |
| Fiscal Year Total | | 0 | 2,000 | 16,000 | 9,000 | 0 |
| | | | Total FY 09-12 | | 27,000 | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Philadelphia

MPMS# 86046 **Girard Point Bridge Rehabilitation and Preservatio**
 AQ Code S19 City of Philadelphia
 Bridge Repair/Replacement
 Philadelphia City

The Girard Point Bridge carries I-95, a major artery linking the City of Philadelphia to Philadelphia International Airport, the southern suburbs, and other Mid-Atlantic States, over the Schuylkill River.

The purpose of the project is to provide continued safe passage over the Schuylkill River for vehicles traveling on I-95 by repairing existing deficiencies and preventing future problems with maintenance work. Maintenance repair activities to include: painting structural steel, modifications to steel to prevent problems, floor beam modifications, bearing modifications, expansion joint modifications, and deck overlay. Coordination with the railroad companies will be necessary for overhead activities.

The limits of work are focused on the 3 spans over the river and adjacent truss spans that can be incorporated in the construction budget and Maintenance of Traffic.

This project does not involve design changes appropriate for context sensitive design or smart transportation strategies.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|--------|----------------------------|-----------------------|----------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | ECON-R | 66,000 | | | | |
| Fiscal Year Total | | 66,000 | 0 | 0 | 0 | 0 |
| | | | Total FY 09-12 | | 66,000 | |

| | | | | | |
|-------------------------------|---------------|-----------------------|----------------|---------------|----------|
| Total for Philadelphia | 85,900 | 18,560 | 37,539 | 45,000 | 0 |
| | | Total FY 09-12 | 186,999 | | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

Various

MPMS# 84226 ***I-95 Bridge Interstate Line Item***
 AQ Code S19 I-95 Corridor
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 4A, Various
 4B, 4C, 4D

This line item provides funding for repair or replacement of structurally deficient bridge structures located within the limits of the I-95 reconstruction project.

Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. This project is integral to the Delaware Valley Freight Corridors Initiative. The reconstruction of I-95 has been broken out to over 20 separate MPMS#'s, some of which appear in the Interstate Management Program which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. See MPMS #'s 17821, 47812, 82619, 80094, 79686, 79825, 79683, 80014, and 84226.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|--------------|-----------------------|----------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | SXF | 18,373 | | | | |
| CON | BND | | 8,000 | | | |
| CON | BOO | | | 82,071 | | |
| CON | 185 | | | 9,119 | | |
| CON | BOO | | | | 105,769 | |
| CON | 185 | | | | 11,752 | |
| Fiscal Year Total | | 18,373 | 8,000 | 91,190 | 117,521 | 0 |
| | | | | Total FY 09-12 | 235,084 | |

MPMS# 84528 ***I-95 Bridge Repair - Part 2 (MB2)***
 AQ Code S19 Various
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 4a, Various
 4b, 4c, 4d

This project provides for the advance action repair needed for close to 100 structures on I-95 and its ramps between the Delaware State line to the South and the Delaware River to the North. These improvements will extend the life of the I-95 structures for 10-20 years until the major reconstruction projects are able to advance. The work has been broken out to 2 contracts for construction management purposes: Section MB 1 (MPMS #82619) covers 40 structures; Section MB 2 (MPMS #84528) covers 54 structures. Work includes bridge inspections and ratings, development of final repair plans, assembly of contract documents, and construction consultation of the repair of structures.

| Phase | Fund | TIP Program Years (\$ 000) | | | | Later FYs |
|-------------------|------|----------------------------|----------|-----------------------|---------------|-----------|
| | | FY2009 | FY2010 | FY2011 | FY2012 | |
| CON | SXF | 16,000 | | | | |
| CON | BND | 4,000 | | | | |
| Fiscal Year Total | | 20,000 | 0 | 0 | 0 | 0 |
| | | | | Total FY 09-12 | 20,000 | |

DVRPC FY 2009-2012 TIP for PA

Pennsylvania - Interstate Management Program

Final Version

| | | | | | |
|---------|--|--|--|--|--|
| Various | | | | | |
|---------|--|--|--|--|--|

| | | | | | |
|-------------------|--------|----------------|---------|---------|---|
| Total for Various | 38,373 | 8,000 | 91,190 | 117,521 | 0 |
| | | Total FY 09-12 | 255,084 | | |
