

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 17132
AQ Code S19

Dunks Ferry Bridge

LIMITS OVER POQUESSING CREEK - MECHANICSVLLE RD-CITY LN

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Bensalem Township

PROJECT MANAGER:

No Let Date

This project will reconstruct (replacement) the Dunks Ferry Bridge over Poquessing Creek in the City of Philadelphia and Bensalem Township (Bucks).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	BOO		140												
		0	140	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		140			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 17202
AQ Code

DIAMND ST BR 97 (F)

LIMITS OVER AMTRAK : CITY OF PHILADELPHIA :

IMPROVEMENT:

MUNICIPALITIES:

PROJECT MANAGER: FINAL

Actl Let Date: 1/21/1993

IN CITY OF PHILADELPHIA DIAMOND ST BR97/AMTRAK BRIDGE REPLACEMENT BRIDGE BILL I/M AREA

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	BOO	90													
CON	183	17													
CON	LOCAL	6													
		113	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		113			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17350 *Henry Avenue Bridge Over Wissahickon Creek SR:4001*

AQ Code S19 **LIMITS** Over Wissahickon Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5G, 15A **PROJECT MANAGER:** DMJM/CC

Act/ Let Date: 12/18/2008

The project will provide for the rehabilitation of the National Register listed Wissahickon Memorial bridge. The structure is a stone faced reinforced concrete arch with a concrete encased steel stringer, floorbeam and spandrel truss structural framing system. The structure was built in the early 1930's and carries four lanes of traffic (two in each direction) as well as two sidewalks. The bridge crosses the Wissahickon Creek and Lincoln Drive. The proposed rehabilitation will consist of removing the top quarter-inch of concrete wearing surface in preparation for a one and one-quarter inch LMC overlay; replacing deteriorated concrete in the gutter area replaced; eliminating water from entering into the trolley tubes by replacing current deck joints with strip seal expansion joint retainers; repairing the spalls on the underside of the concrete deck and on the concrete encased stringers and floor beams; cleaning the exposed bottom flanges of all stringers and floor beams and painting them using an organic, zinc rich coating system; removing the concrete sidewalk slab and replacing them with new concrete sidewalks; cleaning and replacing parts of the existing, failed drainage system; replacing the existing manhole frames and covers using water tight covers; removing, cleaning, storing, resizing, and resetting the granite curb; repairing concrete surfaces on the superstructure and substructure; repairs will include the removal of rock climbing gear anchored to Piers 3-6 and the adjoining spandrel walls and arches; relocating utilities from within the sidewalks to a point beneath the sidewalk and inside the exterior spandrel walls; replacing the existing highway lighting with standard poles and luminaries. The existing highway lighting connections will be used. Existing utility boxes will be raised to meet the proposed grade.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO*	834											
CON	185	209											
		1,043	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,043		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 17456 *LINDN AV.BR/RR*B2(F)*

AQ Code **LIMITS** OVER AMTRAK : CITY OF PHILADELPHIA : WEST OF STATE RD :

IMPROVEMENT:

MUNICIPALITIES:

PROJECT MANAGER: FINAL

Act/ Let Date: 12/1/1994

LINDEN AV. BR OVER AMTRAK, WST OF STA RD
CITY OF PHILA.
BRIDGE REPLACEMENT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	238											
FD	183	45											
FD	LOCAL	15											
CON	BOO	43											
CON	183	8											
CON	LOCAL	3											
		352	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		352		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 17460 **40th Street Bridge Over Amtrak/SEPTA SR:7301**

AQ Code S19

LIMITS Over Amtrak/SEPTA

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: West Philadelphia

Adding Subcorr(s): 7A

PROJECT MANAGER: TSS/GANNETT

Act/ Let Date: 9/23/2010

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	BOO	1,124												
UTL	185	210												
UTL	LOCAL	69												
UTL	BOO		1,016											
UTL	183		191											
UTL	LOCAL		64											
CON	BOO		349											
CON	185		66											
CON	LOCAL		22											
		1,403	1,708	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,111	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 17461 **42nd Street (Bridge)**

AQ Code X

LIMITS Over Amtrak/SEPTA, South of Poplar

IMPROVEMENT:

MUNICIPALITIES: West Philadelphia

PROJECT MANAGER: CONSTR

Act/ Let Date: 6/21/2005

The existing bridge is currently load restricted. The project involves bridge deck replacement, repainting, visual mitigation, and guiderail improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO	197												
FD	183	37												
FD	LOCAL	12												
CON	BOO	125												
CON	183	23												
CON	LOCAL	8												
		402	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			402	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 17493

GOWEN AVENUE SR:0000

AQ Code X

LIMITS OVER SEPTA CHESTNUT HILL EAST LINE

IMPROVEMENT:

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Actl Let Date: 12/21/1999

The existing two lane bridge with 5' sidewalks on both sides will be replaced in kind. It currently has a 3-ton weight restriction. The project also includes visual mitigation.

FY11 Funds are for Accrued Unbilled Costs only. Project is complete.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	186											
FD	183	35											
FD	LOCAL	12											
		233	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		233		Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 17622

Adams Avenue Bridge Over Tacony Creek SR:1002

AQ Code S19

LIMITS Over Tacony Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Near Northeast Philadelphia; Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5G

PROJECT MANAGER: EE/JMD

Est Let Date: 2/16/2015

This project involves the replacement of the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO	477											
FD	916				580								
ROW	916				290								
UTL	916				290								
CON	BOO				2,898								
		477	0	0	4,058	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,535		Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 17655 *Center City Traffic Systems (South) - Phase II SR:0291*

AQ Code 2013M **LIMITS** South Street to Spring Garden Street

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Center City Philadelphia

PROJECT MANAGER: CONSTR

No Let Date

This project provides for the modernization of traffic signal equipment at 72 intersections in the southeast quadrant of Center City Philadelphia bounded by Market Street to the north, Broad Street to the west, South Street to the south and Front Street to the east. The project includes new signal equipment, installation of fiber optic communication cable, roadway resurfacing, crosswalks and placement of pavement markings, new hand/man signals and signs, pedestrian timings, and 10 incident management cameras. The system will operate jointly with Phase I in the city's southwest quadrant (see MPMS #17579), will be monitored by the City's Traffic Engineering Division, and will allow remote access by PennDOT.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU		3										
CON	CMAQ		732										
		0	735	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				735		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 17657 *Market Street Signal and Pedestrian Improvements SR:3010*

AQ Code R2 **LIMITS** 46th Street to 63rd Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Philadelphia

Not SOV Capacity Adding

Adding Subcorr(s): 10A

PROJECT MANAGER: TWB/VLF

Act/ Let Date: 12/16/2010

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	5,356											
CON	LOCAL	1,339											
CON	CMAQ		5,356										
CON	LOCAL		1,339										
		6,695	6,695	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				13,390		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 17659

Harbison Avenue/Aramingo Avenue Safety Improvements (C048) SR:2009

AQ Code 2013m

LIMITS I-95 to Roosevelt Boulevard

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Near Northeast Philadelphia; Philadelphia City; Kensington

Adding Subcorr(s):

PROJECT MANAGER: CONSTR

Act/Let Date: 4/29/2010

4B, 5G

Corridor Safety Improvement Project of approximate construction length of 9.1 kilometers (5.6 miles). Limits of work on Aramingo Avenue extend from York Street (at Seg./Off. 0010/2359) to Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) and on Harbison Avenue extend from Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) to Roosevelt boulevard 9 Seg./Off. 0120/3315 and 0121/3311). Aramingo Avenue/Harbison Avenue traverses residential and commercial areas with 35 signalized intersections in the City of Philadelphia.

Proposed construction on Aramingo Avenue includes: Computerized traffic signal system at twenty (20) intersections including; solid state controllers, interconnect, overhead signal displays, re-striping; relocation of signal displays; actuation of selected side streets will be accomplished via video cameras; minor signal phasing modification; and addition of left turn lanes at selected intersections. Designated bicycle lanes will be provided; pedestrian accommodations will include hand/man signals and pedestrian timing.

Proposed construction on Harbison Avenue includes: computerized traffic signal system at fifteen (15) intersections including; solid state controllers, interconnect, overhead signal displays and actuation of selected side streets will be accomplished via video cameras; construction of left turn lanes; upgrading of signal faces, and minor median modifications. Pedestrian accommodations will include hand/man signals and pedestrian timing.

Presently, the entire project is intended to be milled and overlaid. Additionally, the signal system will not be tied into a central monitoring location and remote access will not be provided. Finally, coordination will be required with the Lehigh Avenue (SR 2014) signal improvement project.

The existing lane and shoulder configurations will remain when completed.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	4,000											
CON	CMAQ		2,037										
CON	581		92										
		4,000	2,129	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			6,129	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17697

Island Avenue Signal Upgrade SR:3013

AQ Code 2020M

LIMITS Woodland Avenue to Bartram Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: TWB/VLF

Est Let Date: 1/15/2015

4C, 6B

Upgrade the signal controls at six intersections, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections.

This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	106											
FD	LOCAL	21											
CON	CAQ				5,750								
CON	LOCAL				1,437								
		127	0	0	7,187	0	0	0	0	0	0	0	0
		Total FY2011-2014			7,314	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 17725

MORRIS STREET

AQ Code X

LIMITS OVER SEPTA CHESTNUT HILL EAST LINE

IMPROVEMENT:

MUNICIPALITIES: Germantown-Chestnut Hill

PROJECT MANAGER: CONSTR/DR

Actl Let Date: 2/16/2000

The existing bridge (built in 1907) has two lanes, 5' sidewalks on both sides, and stairways to SEPTA. It will be replaced in kind.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	97											
FD	183	18											
FD	LOCAL	6											
		121	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			121	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17782 *I-95 & Aramingo Ave., Adams Ave. Connector SR:1007*

AQ Code 2030M

LIMITS Betsy Ross Bridge to Torresdale Ave.

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
Adding Subcorr(s):
4B

MUNICIPALITIES: Near Northeast Philadelphia

PROJECT MANAGER: AECOM/MG

LRPID:68

No Let Date

This project provides for the extension, reconstruction, and realignment of Adams Avenue from Torresdale Avenue to Aramingo Avenue. Adams Avenue will be extended from the current terminus of Ashland Street to intersect directly with Aramingo Avenue on the east side of Frankford Creek, in addition to providing direct connections to the reconfigured Betsy Ross/I-95/Aramingo interchange (see MPMS #79903). Proposed work will include intersection and traffic signal improvements at Torresdale Avenue and Adams Avenue and roadway improvements on Adams Avenue to the terminus at Ashland Street. Significant utility involvement will be addressed, including three 50" water mains that pass under Adams Avenue at the existing AMTRAK Northeast Corridor overpass. Right of Way will be required from several industrial parcels located along Ashland Avenue as well as along Adams Avenue. Once completed in conjunction with the I-95 Betsy Ross Interchange project, Adams Avenue will provide direct access to I-95, the Betsy Ross Bridge and Aramingo Avenue for the Juniata, Feltonville and Frankford sections of the city via Torresdale Avenue and Adams Avenue.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	581		1,500										
FD	581		1,500										
ROW	STP								4,000				
ROW	581								1,000				
UTL	STU								4,000				
UTL	581								1,000				
CON	STP									12,000			
CON	581									3,000			
		0	3,000	0	0	0	0	0	10,000	15,000	0	0	0
		Total FY2011-2014			3,000	Total FY2015-2018			10,000	Total FY2019-2022		15,000	

MPMS# 17813 *North Broad Street/Avenue of the Arts Study SR:0611*

AQ Code A2

LIMITS Kennedy Boulevard to Somerset Street

IMPROVEMENT: Streetscape

Not SOV Capacity
Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Act/ Let Date: 11/2/2004

This project provides for a study and preconstruction to extend the Avenue of the Arts from Kennedy Blvd. to Somerset St., a distance of about 2.5 miles. See MPMS #87937 for construction. The study scope includes new street lights throughout the entire length, updated traffic signals at 22 intersections, streetscape improvements at selected heavy pedestrian locations (subway stops) and new median islands in selected locations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU*	115											
FD	STP	318											
FD	LOCAL	80											
		513	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			513	Total FY2015-2018			0	Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 17815

Cottman Ave. (Bridge) SR:0073

AQ Code S19

LIMITS Over Conrail

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 5G

PROJECT MANAGER: CONSTR

No Let Date

The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe corrosion caused from rust and massive section loss.

Built in 1905, the single span, 62'-long, built up deck girder bridge supported on concrete abutments runs over the Conrail line, a former division of the Reading railroad. Originally built to speed existing train movements through the city the railroad connects Philadelphia to Pottsville

Replacement of the existing structure that carries Cottman Avenue (S.R. 73) over a single CSX track in the Northeast Section of Philadelphia. It is anticipated that the superstructure will be replaced under staged construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 4 – 10' travel lanes and 15' sidewalks on both sides. The proposed conditions include 4 – 11' travel lanes and 10' sidewalks on both sides.
Sufficiency Rating: 4.3

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO		200											
		0	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			200	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17816

Chestnut Street Bridges (4) at 30th Street SR:0003

AQ Code S19

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/24

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 10A

PROJECT MANAGER: AECOM/DD

Est Let Date: 4/3/2014

This project involves rehabilitating the Chestnut Street (PA 3) bridges spanning I-76, Schuylkill River, CSX Railroad, and 24th Street. The purpose of the project is to maintain mobility within the project area. The bridges are structurally deficient. The steel portions have severe rust and advanced section loss. The brick and concrete components have mortar loss and spalling respectively.

The Chestnut Street Bridge over I-76 is composed of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type.

The Chestnut Street Bridge over CSX Railroad was built in 1864 and is a brick arch bridge. The bridge is part of a larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries a 3 lane street with sidewalks on the eastern side of the Schuylkill River.

Portions of the Chestnut Street Bridge over Schuylkill River were built in 1912 and the bridge was replaced in 1958. The bridge is a continuous deck girder.

The Chestnut Street Bridge over 24th Street is a three span brick arch with a main span over 24th Street and smaller arches over existing sidewalks. Sidewalks on the bridge were added at a later date and are supported by steel framing. The Chestnut Street Bridge over Amtrak/I-76/30th Street is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Construction of this component will be included in MPMS #64844.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	4,244											
FD	185	1,061											
ROW	BOO				927								
ROW	185				232								
UTL	BOO			3,823									
UTL	185			956									
CON	916				2,772								
CON	916					10,729							
		5,305	0	4,779	3,931	10,729	0	0	0	0	0	0	0
		Total FY2011-2014			14,015	Total FY2015-2018			10,729	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17817 *Henry Ave. Bridge over SEPTA SR:4001*

AQ Code S19 **LIMITS** over SEPTA R6 Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding
MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):
5G **PROJECT MANAGER:** DMJM/CC

No Let Date

The project will provide for the rehabilitation of this bridge which crosses an unnamed tributary of the Schuylkill River and active CSX and SEPTA rail lines. The bridge superstructure consists of a concrete encased and continuous steel girder, floorbeam, and stringer structural framing system. The superstructure is supported by reinforced concrete multi-column bent units and solid wall pier and abutment units. The structure was opened to traffic in 1930 and carries four lanes of traffic (two in each direction) as well as two sidewalks. The bridge rehabilitation will include extensive deck repairs with a partial deck overlay, full deck joints and sidewalk repairs, and relocation of the existing highway lighting system to a point outside of the clear zone. The superstructure repair will range from minor concrete encasement spall repairs to in-depth concrete encasement repairs requiring cleaning and coating of exposed and deteriorated structural steel members. The substructure repairs will range from minor spall repairs to major pier concrete reconstruction, which requires extensive cleaning and coating or complete replacement of the deteriorated reinforcing steel. Highway safety upgrades, including guiderail installation and a roadway drainage system, are currently under preliminary design development. The sidewalk replacement work and partial deck replacement will require significant utility protection during construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		284										
PE	185		71										
ROW	BOO		41										
ROW	185		11										
		0	407	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		407		Total FY2015-2018				0			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 17821

I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095

AQ Code 2020M

LIMITS Shackamaxon Street to Ann Street

IMPROVEMENT: Roadway Rehabilitation

Major SOV Capacity
Adding Subcorr(s):
4B

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/

No Let Date

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*			4,660									
PE	BOO*				4,660								
FD	BOO*		4,660										
FD	185		565										
FD	SPK-FB			7,950									
FD	BOO*				3,290								
		0	5,225	12,610	7,950	0	0	0	0	0	0	0	0
		Total FY2011-2014			25,785	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 46956

North Delaware Avenue Extension SR:0000

AQ Code 2020M

LIMITS Lewis Street to Buckius Street

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
Adding Subcorr(s):
4B

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/PS

LRPID:66

Est Let Date: 1/16/2014

Construct a new roadway and a new bridge across Frankford Creek. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street where it currently ends, further north approximately a mile and 1/2 to Buckius Street. The roadway is planned with wide shoulders for bike use, sidewalks, and will serve as an alternative to the North Delaware Greenway Trail while some portions are under construction. The road will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

Other recreational facilities associated with this project includes a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. See MPMS #'s:

See MPMS#s

MPMS #79830 - Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail

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

TEA-21 Earmark - ID# 1094 - (\$4.3 million) Balance available \$3.952 million - PA ID# 171

SAFETEA-LU Earmark -ID# 3286/PA ID 511 - \$8 million

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU	344											
FD	LOCAL	86											
FD	STU		327										
FD	STP		113										
FD	LOCAL		82										
FD	LOCAL		28										
CON	DEMO	8,100											
CON	LOCAL	1,458											
CON	STU			3,878									
CON	LOCAL			970									
CON	STU				1,956								
CON	LOCAL				699								
		9,988	550	4,848	2,655	0	0	0	0	0	0	0	0
		Total FY2011-2014		18,041		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 46958

Philadelphia Naval Shipyard Access

AQ Code S10

LIMITS 26th Street, Penrose Avenue to Broad Street

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4C

PROJECT MANAGER: TSS/SPF

LRPID:67

Est Let Date: 5/15/2015

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. Langely Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers. Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street.

TEA 21 Earmark - ID# 0122 - (\$1,537,648) Balance available: \$1,165,648 - PA ID# 086

TEA 21 Earmark - ID# 1723 - \$2,050,199 - PA ID# 086

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	SXF	172													
FD	LOCAL	43													
ROW	SXF			40											
ROW	LOCAL			10											
UTL	SXF		40												
UTL	LOCAL		10												
CON	SXF				2,998										
CON	LOCAL				750										
		215	50	50	3,748	0	0	0	0	0	0	0	0		
		Total FY2011-2014			4,063	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 47783

I-95, Bleigh Avenue to Academy Road (RS3) SR:0095

AQ Code S19

LIMITS Bleigh Ave. to Academy Road

IMPROVEMENT:

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

LRPID:08

Actl Let Date: 10/3/2002

Reconstruction of six bridges and 1.2 miles of roadway.
Section RS#
Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$600 million will provide for the repair, reconstruction and restoration of this major facility built in the 1960's.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
ROW	STU		26												
ROW	185		7												
CON	NHS	647													
CON	581	72													
		719	33	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			752	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 48193

Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003

AQ Code S19

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenue)

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5G

PROJECT MANAGER: TSS/DMB

Est Let Date: 6/15/2015

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work.

The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety.

There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF	679											
FD	185	170											
ROW	BND		628										
UTL	BND		574										
CON	BND				3,246								
		849	1,202	0	3,246	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,297	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 48195

Tyson Avenue Signal Improvement

AQ Code 2020M

LIMITS Rising Sun Avenue to Torresdale Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 1/15/2015

Signal modernization at 21 intersections, pavement markings, provisions for bicycles, improved pedestrian crosswalks, signal interconnection, minor work on five recently completed intersections, and related work.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CAQ					3,057							
CON	LOCAL					764							
		0	109	0	0	3,821	0	0	0	0	0	0	0
		Total FY2011-2014			109	Total FY2015-2018			3,821	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 50522 *Manayunk Recreational Path/Fairmount Bikeway - Phase 2 (TE)*

AQ Code A2 **LIMITS** Ridge Avenue to Main Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): **PROJECT MANAGER:** EE/DVRPC/LS
3B

Actl Let Date: 9/9/2010

Sections 1 and 2 of this project include improvements to the existing paved and unpaved recreation paths of the Fairmont Park Bikeway within the City of Philadelphia. Section 1 includes widening of the existing sidewalk and improvement of the existing paths along Kelly drive from Falls Bridge to Ridge Avenue to Main Street. Section 2 is the improvement, paving, design, and widening of existing paths from Lock Street to Shawmont Avenue along the Manayunk Canal and Schuylkill River, along Nixon Drive from Shawmont Avenue to Port Royal Avenue and on the existing Rail to Trail path from Port Royal Avenue to the Philadelphia County/Montgomery County line, as well as repair of six existing wooden pedestrian bridges.

\$800,000 TE funds were approved during the FY2004 project selection process and were to be programmed at the appropriate time, drawing funds from MPMS #64984. Since the approval of the TIGER projects, \$400,000 of the TE funds will now be applied to MPMS #90144, leaving \$400,000 TE to advance this Manayunk Rec. Path project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		400										
		0	400	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		400		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 56768 **41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301**

AQ Code S19

LIMITS Over Amtrak's Harrisburg Line

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/12/2015

Adding Subcorr(s): 7A

This project is the complete reconstruction of a 3 span , concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR . It will also include utility , railroad electrification , approach paving and miscellaneous work . The new bridge is preliminarily believed to be a 2 span steel girder bridge atop new reinforced concrete pier and abutments . The bicycle and pedestrian checklists will be incorporated into the project.

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	1,100											
FD	BOO	424											
FD	183	80											
FD	179	27											
UTL	BOO*	1,200											
UTL	BOO		2,623										
UTL	179		164										
UTL	183		492										
CON	BOO				1,844								
CON	183				346								
CON	BOO					8,061							
CON	183					1,512							
CON	LOCAL					504							
		2,831	3,279	0	2,190	10,077	0	0	0	0	0	0	0
		Total FY2011-2014			8,300	Total FY2015-2018			10,077	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 57276

Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301

AQ Code S19

LIMITS Over Amtrak at 30th Street

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 15A

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/15/2016

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .

The existing bridge was built in 1913 , has a Sufficiency Rating of 31.7 and is posted for a weight limit of 10 Tons .

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO		2,185										
UTL	179		109										
UTL	183		437										
CON	BOO					9,552							
CON	183					1,791							
CON	LOCAL					597							
		0	2,731	0	0	11,940	0	0	0	0	0	0	0
		Total FY2011-2014		2,731		Total FY2015-2018		11,940		Total FY2019-2022			0

MPMS# 57278

Rising Sun Avenue Over Conrail at 2nd Street (CB) (Removal) SR:7301

AQ Code S2

LIMITS Over Conrail at 2nd Street

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 14A

PROJECT MANAGER: CONSTR

Actl Let Date: 7/22/2010

Removal of bridge, fill of area, repaving. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	150											
		150	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		150		Total FY2015-2018		0		Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 57893

Lehigh Avenue East Signal Modernization SR:2014

AQ Code 2013M

LIMITS Richmond Street to Broad Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity
Adding Subcorr(s):
4B, 14A

MUNICIPALITIES: Upper North Philadelphia; Kensington; Lower North Philadelphia

PROJECT MANAGER: TWB/VLF

Act/ Let Date: 6/23/2011

This is a signal modernization project to upgrade 23 existing signalized intersections along Lehigh Avenue between Broad Street and Richmond Street with new traffic signal mastarms and new conduit. The signalized intersections will also be interconnected with fiber optic cable. This proposed work will require minor curb and sidewalk replacement and the installation of underground concrete mastarm foundations at some of the intersections. There will be minor trenching in the intersections for the installation of underground conduits and cable. Geometric reconfiguration may also be required at some intersections based on capacity analysis to minimize pedestrian time. Any ground disturbance will remain within the existing right of way and will be limited to the cartway and sidewalks in the corridor. In all cases, pavement restoration in the disturbed areas will match existing pavement types. Eligible for HSIP funds.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) between Germantown and Aramingo and rated BF (Bike Friendly - wide shoulders or lanes) for the remainder.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	1,945											
CON	HSIP	3,802											
CON	LOCAL	1,436											
		7,183	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		7,183		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 57894

Stenton Avenue and Godfrey Avenue Signal Modernization

AQ Code 2020M

LIMITS Paper Mill Road to Broad Street and Broad Street t

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity
Adding Subcorr(s):
14A, 15A, 15B

MUNICIPALITIES: Germantown-Chestnut Hill; Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 11/29/2012

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work on Stenton Avenue between Paper Mill Road and Broad Street, and on Godfrey Avenue between Broad Street and Front Street.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) on Godfrey Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	85											
FD	LOCAL	21											
CON	CMAQ		3,993										
CON	STP		1,600										
CON	LOCAL		998										
CON	LOCAL		400										
CON	CMAQ			3,000									
CON	LOCAL			750									
		106	6,991	3,750	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		10,847		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 57897 *Haverford Avenue Signal Modernization*

AQ Code 2020M **LIMITS** 40th Street to City Avenue
IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Philadelphia

Adding Subcorr(s): **PROJECT MANAGER:** TWB/VLF

Est Let Date: 2/5/2014

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CMAQ				4,927								
CON	LOCAL				1,232								
CON	CAQ					4,347							
CON	LOCAL					1,087							
		0	109	0	6,159	5,434	0	0	0	0	0	0	0
Total FY2011-2014				6,268		Total FY2015-2018		5,434		Total FY2019-2022		0	

MPMS# 57898 *Lancaster Avenue Signal Modernization SR:0030*

AQ Code 2013M **LIMITS** 45th Street to City Avenue
IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Philadelphia

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

Actl Let Date: 6/11/2009

This project will provide for signal upgrades to 8 intersections: Lancaster Avenue & Overbrook Avenue, Lancaster Avenue & Woodbine Avenue, Lancaster Avenue & 63rd Street, 63rd Street & Woodbine Avenue, Lancaster Avenue & 62nd Street & Malvern Avenue, Lancaster Avenue & 59th Street, Lancaster Avenue & Columbia Avenue, Lancaster Avenue & Oxford Avenue & 57th Street. A new signal at the intersection of Lancaster Avenue and 56th Street, interconnection of signals from City Line Avenue to 52nd Street, Intersection realignments at Lancaster Avenue & Woodbine Avenue, Lancaster Avenue and 63rd Street, 59th & Columbia Avenue & Lancaster Avenue, Lancaster Avenue & 57th Street, the replacement of streetlights from City Avenue to 63rd Street, and pavement markings and traffic sign upgrades from City Line Avenue to 52nd Street.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	1,200											
		1,200	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				1,200		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 57901

Lincoln Drive (3R)

AQ Code S10

LIMITS Ridge Avenue to Wayne Avenue

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5G, 15A

PROJECT MANAGER: TWB/VLF

Est Let Date: 4/15/2015

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	160												
PE	LOCAL	40												
FD	STP	147												
FD	STU	93												
FD	LOCAL	60												
CON	STU	4,658												
CON	STP	846												
CON	LOCAL	1,485												
CON	STU			437										
		7,489	0	437	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			7,926		Total FY2015-2018			0		Total FY2019-2022		0

MPMS# 57902

City Wide 3R Betterments

AQ Code S10

LIMITS City-wide

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/

No Let Date

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

Bike lanes will be included as the road widths allow.

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	259												
PE	LOCAL	65												
CON	STP		485											
CON	LOCAL		172											
		324	657	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			981		Total FY2015-2018			0		Total FY2019-2022		0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 57904 PA 291, Platt Bridge Over Schuylkill River SR:0291

AQ Code S19 **LIMITS** Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 6B **PROJECT MANAGER:** Gannett/VAG

Act/ Let Date: 3/3/2011

The project proposes to rehabilitate the existing structure and improve the north-bound ramp merge with the I-95 east-bound ramp to the south of the bridge. The bridge is a total length of 8,780 feet. The proposed rehabilitation includes deck joint repair, pier structure concrete repair, guiderail repair, impact attenuator replacement, pedestrian railing repair, and deck slab concrete repair.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	1,748												
CON	185	437												
CON	BOO		3,939											
CON	185		985											
CON	BOO			14,332										
CON	185			3,583										
CON	BOO				17,600									
CON	185				4,400									
		2,185	4,924	17,915	22,000	0	0	0	0	0	0	0	0	
		Total FY2011-2014		47,024		Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 61712

North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item

AQ Code A2

LIMITS North Delaware Riverfront

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 4B

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 4/24/2014

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four main sections and this line item (MPMS #61712) contains funding for all 4 sections, to be broken out at the appropriate time. Additionally, MPMS #79830 was awarded TIGER funding for a connecting segment of the trail.

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830): approximately two miles long, this portion of the trail will begin at Lewis Street, cross the Frankford Creek, travel east to the Delaware River and run north along the river's edge to Old Frankford Creek.

- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston Street (MPMS #61712): approximately two miles long, it entails a 12-foot wide multi-use trail within the approximate 30-foot wide Kensington & Tacony right-of-way along the North Delaware River waterfront in Philadelphia. This trail is assumed to follow the alignment of the old centerline of the Kensington & Tacony Railroad and includes a connection to Tacony Street.

- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832): approximately two miles long, the trail will begin at Milnor Street/ Disston Street, continues north to the Tacony Boat Launch and Quaker City Yacht Club, then east along the river's edge to the Pennypack Creek.

- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave (MPMS #79833): approximately two miles long, the trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

Funding made available for the 4 sections:

CON \$500,000 TE W/TOLL CREDIT from 2000 TE Selection Round, funds drawn from MPMS #64984

SECTION 115 - \$750,000

SAFETEA DEMO #363, PA ID# 671 - \$500,000

SAFETEA DEMO #4805, PA ID# 615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID# 464 - \$8 MILLION

Additional TIGER FUNDING - \$1.5 million for MPMS #90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ERC	SXF	3,000											
ERC	SXF	431											
ERC	SXF		8,000										
CON	STE	500											
		3,931	8,000	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		11,931		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 61714

Manayunk Canal Restoration

AQ Code X12

LIMITS Manayunk Canal

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3B

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Design for historic restoration of portions of the sluice house and improvements to locks #68, 69, and 70.

\$214,000 TE for FD. \$54,000 Local for FD.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 61717

Fairmount Water Works Dock (TE)

AQ Code X12

LIMITS At Fairmount Water Works

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Reconstruction of the ferry dock at the Fairmount Water Works, to restore marine transportation to the lower Schuylkill River.

\$400,000 TE for CON

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 62694 *Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019*

AQ Code S7

LIMITS Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: Gannett/PTL

Est Let Date: 10/15/2014

Adding Subcorr(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916		300											
CON	916					11,942								
		0	300	0	0	11,942	0	0	0	0	0	0	0	
Total FY2011-2014		300			Total FY2015-2018				11,942			Total FY2019-2022		0

MPMS# 62717 *Lehigh Avenue West Signal Modernization SR:2014*

AQ Code 2020M

LIMITS Ridge Avenue to Broad Street

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Upper North Philadelphia; Lower North Philadelphia

Minor SOV Capacity

PROJECT MANAGER: TWB/VLF

Est Let Date: 8/23/2012

Adding Subcorr(s): 14A, 15A

Signal modernization (18 intersections), minor roadway improvements, pavement markings and related work. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	40												
PE	LOCAL	10												
FD	STP	266												
FD	LOCAL	67												
CON	CAQ		3,060											
CON	STU		800											
CON	LOCAL		765											
CON	LOCAL		200											
		383	4,825	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		5,208			Total FY2015-2018				0			Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 64844 **30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012**

AQ Code S19 **LIMITS** Over Amtrak's Northeast Corridor Rail Lines, 30th

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia

Not SOV Capacity Adding

Adding Subcorr(s): 3A

PROJECT MANAGER: AECOM/DD

Act/ Let Date: 9/30/2010

This project includes the rehabilitation of 6 roadway structures and pedestrian improvements located around the Philadelphia 30th Street Station area and over Amtrak's Northeast Corridor rail lines area: on the north (1 structure along Arch Street); west (2 structures along 30th Street); and south (1 structure along Market Street and 1 along "Little" Market Street) sides of the station building, as well as 1 structure on Chestnut Street between 30th street and Schuylkill Avenue West.

Work includes the replacement of the deck joints, new seals and possible extension of the joints, repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, and making repairs to structural members which have been identified as suffering from fatigue cracks. Painting of existing structural steel is also included. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, this project will only address rehabilitation of the substructures

Streetscape components such as curbs, sidewalks, benches, plantings, lighting, and bike racks will be included in this project in the "Station Square" area along the south and east sides of the station, as well as along Chestnut Street between 29th and 30th Streets.

The Chestnut Street Bridge over Amtrak/I-76/30th Street will be included in this project and is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Design for this component was included in MPMS #17816.

Potential tie-ins to nearby bike trails will also be examined. The roadways surrounding the 30th Street Station complex are built on structure in order to accommodate the railroad tracks (AMTRAK) and roadway (I-76) that pass beneath. No changes in the horizontal or vertical geometry are anticipated therefore there will be no changes in either the horizontal or vertical clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	185	1,061											
CON	BOO	10,300											
CON	185	2,404											
CON	BOO		10,300										
CON	185		2,404										
CON	BOO			10,300									
CON	185			2,404									
		13,765	12,704	12,704	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			39,173	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 65915

Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)

AQ Code A2

LIMITS 22nd Street to 27th Street

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: TWB/VLF

No Let Date

Pedestrian facilities will be enhanced with the improvement of crosswalks and various traffic calming techniques that will create a more pedestrian-friendly environment. This corridor is adjacent to the Philadelphia Museum of Art. CON \$960,000 TE

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 67756

I-95 Pre-Cast Bridge Parapets SR:0095

AQ Code S19

LIMITS Philadelphia

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DMJM/DD

No Let Date

Re-design of 19 structures on I-95 in Philadelphia, required to address safety issue of pre-cast concrete bridge parapets.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 68067

Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)

AQ Code X7

LIMITS South Street Bridge/Boardwalk to Locust Street

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: Gannett/SAN

Act/ Let Date: 11/10/2011

Phase IIIB of the Schuylkill River Park Trail will consist of the proposed construction of an approximately 2,200-foot long boardwalk extension of the existing multi-use Schuylkill River Park Trail. The Schuylkill River Park Trail, administered by the Schuylkill River Development Corporation, is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River. The existing portion of the trail is entirely land-based and runs from Fairmount Water Works to a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. At its northern terminus, the Schuylkill River Park Trail connects to the Schuylkill River Trail, part of the Pennsylvania Greenway Plan. The Project proposes to extend the trail overland about 200' further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point, a multi-use boardwalk/bridge will be built over the river approximately 25' from and parallel to the existing riverbank bulkhead and run southward about 2,000' to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail, and the over-water portion will be an elevated boardwalk-type structure supported on river piers. The elevated trail section must be wide enough to accommodate motorized emergency and small maintenance vehicles (about 15').

As a result of the 2002 DVRPC competitive CMAQ Program, \$400,000 CMAQ funds was used for engineering. Schuylkill River Development Corporation (SRDC) is the project sponsor.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$6.2 million (CTDG noted below) has been combined with \$1.344 million SAFETEAL LU DEMO PA-ID #383, \$2.150 million state RCAP, and \$1 million Discretionary TE to be drawn at the appropriate time for a for a \$10.694 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	40											
FD	LOCAL	10											
CON	STE	1,000											
CON	TOLL												
CON	SXF	1,344											
CON	CAQ	1,500											
CON	OTH	2,620											
CON	CTDG		6,200										
CON	CMAQ		3,660										
		6,514	9,860	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		16,374		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 68072 *PATCO Directional Signage, Philadelphia*

AQ Code X11 **LIMITS** Philadelphia PATCO Stations

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 10A, 14A **PROJECT MANAGER:** EE/DVRPC/JB

Est Let Date: 4/25/2013

As a result of the 2002 DVRPC competitive CMAQ Program, \$100,000 CMAQ funds will be programmed in the future as appropriate for design and installation of a marketing program to provide new signage for travelers to and from Philadelphia PATCO stations. This is an effort to increase off-peak ridership and to improve the daily commuter travel experience, thereby attracting travelers who would otherwise have used an automobile for the trip.

(CMAQ ID# PA02-041) (See MPMS #48201 for other projects selected as part of the 2002 competitive Program.)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ	105												
CON	LOCAL	26												
		131	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			131	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 69664

Clarissa Street Bridge over Conrail SR:4007

AQ Code S19

LIMITS Over Conrail

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 5G, 14A

MUNICIPALITIES: Upper North Philadelphia

PROJECT MANAGER: EE/MDH

Act/ Let Date: 3/31/2011

The purpose of this project is to replace this bridge which has collision damage and several section losses.

The single span, 63'-long built up through girder bridge supported on concrete abutments dates to 1903 and is composed of 5 girders with the deepest being the fascia girders. The existing bridge upholds one lane for each approach of Clarissa Street and pedestrian walkways over Conrail, which is a single railroad track which runs north to south.

Replacement of the existing structure carrying Clarissa Street (S.R. 4007) over a Conrail line in the Nicetown-Tioga section of Philadelphia. It is anticipated that traffic will be detoured during construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes, 8' shoulders/bicycle lanes, 8' median and 12' sidewalks on both sides. The proposed conditions will include two travel lanes, shoulders/bicycle lanes, median and sidewalks on both sides. Sufficiency Rating: 48.0

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	2,439											
CON	TOLL												
CON	BND	2,221											
CON	BOO		1,608										
CON	TOLL												
CON	BND		2,204										
CON	BOO			39									
CON	TOLL												
CON	BND			764									
		4,660	3,812	803	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
				9,275				0				0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 69828

Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010

AQ Code S19

LIMITS Over Schuylkill River and CSX Railroad

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 3A, 7A, 10A

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

PROJECT MANAGER: AECOM/DD

Est Let Date: 4/15/2016

The project involves rehabilitating/replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involves the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	185		1,326											
PE	185			1,326										
FD	185				4,637									
ROW	916					1,267								
UTL	185					4,776								
CON	BOO						24,597							
CON	185						6,149							
		0	1,326	1,326	4,637	6,043	30,746	0	0	0	0	0	0	
		Total FY2011-2014			7,289	Total FY2015-2018			36,789	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

AQ Code S19 **LIMITS** Over Wooden Bridge Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 5H **PROJECT MANAGER:** EE/JMD

Est Let Date: 5/15/2015

This project involves rehabilitating the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Rehabilitation will include replacing the existing superstructure and R.C. overlay. Upgrades to the guiderail approaches should also be included in the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BND	530											
ROW	BND			225									
UTL	BOO			180									
UTL	185			45									
CON	BND				2,434								
		530	0	450	2,434	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,414	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 69913

Grays Ferry Avenue Bridge Over Schuylkill River SR:3021

AQ Code S19

LIMITS Over Schuylkill River

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 10A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: Gannett/CS

Est Let Date: 11/6/2014

The purpose of this project is to extend the service life of the bridge. The existing bridge's pier caps are missing welds and members and have minor section loss.

This bridge rehabilitation project is located on Grays Ferry Avenue (S.R. 3021) between Woodland Avenue and 34th Street in the City of Philadelphia. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction.

The 3-span, 155'-long and BO'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls. The bridge was built in 1976.

This project involves rehabilitating the pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks. The project may also require minor deck repairs due to the spalling. This bridge has bike lanes.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185		10										
FD	185			1,688									
ROW	BND				580								
UTL	BND				696								
CON	STU					11,069							
		0	10	1,688	1,276	0	11,069	0	0	0	0	0	0
		Total FY2011-2014			2,974	Total FY2015-2018			11,069	Total FY2019-2022			0

MPMS# 69915

Roosevelt Expressway (Twin Bridge) SR:0001

AQ Code S19

LIMITS Over Schuylkill River

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 3A, 5G

MUNICIPALITIES: Upper North Philadelphia; Germantown-Chestnut Hill; West Philadelphia

PROJECT MANAGER: CONSTR

No Let Date

Parapet and bridge rehabilitation including replacing or retrofitting the existing pre-cast concrete barriers, pin and hanger retrofit, joint repair, drainage improvements, fence replacement, zone painting, and a new overlay. This section of Route 1 is a high volume, limited access expressway and is a critical connection between I-76 and Northeast Philadelphia. Each bridge carries 3 – 12' travel lanes. The proposed conditions will match existing. Roadway approach work is not necessary.

Sufficiency Rating: 57.5 Northbound, 58.3 Southbound

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS		80										
		0	80	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			80	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 70014 **Center City Signal Improvements (North) - Phase 3**

AQ Code 2020M **LIMITS** Spring Garden Street to Market Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): **PROJECT MANAGER:** TWB/VLF

Est Let Date: 6/16/2014

10A

This is the final phase of the city's efforts to install a computerized traffic signal system throughout Center City Philadelphia. This phase (CCSIP3) will expand the project into the northeast and northwest quadrants of Center City, with limits from Spring Garden Street to Market Street, between the Delaware and Schuylkill Rivers. See MPMS # 17579 for Phase 1, and MPMS #17655 for Phase 2.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	CMAQ	127												
FD	LOCAL	32												
CON	CMAQ			6,476										
CON	LOCAL			1,412										
CON	CMAQ					4,218								
CON	LOCAL					1,009								
		159	0	7,888	0	0	5,227	0	0	0	0	0	0	
		Total FY2011-2014		8,047		Total FY2015-2018			5,227			Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 70220

Schuylkill River Park Bicycle/Pedestrian Ramp

AQ Code A2

LIMITS Schuylkill River Park Trail to South Street Bridge

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 3A, 10A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Act/ Let Date: 9/25/2008

The project consists of the construction of an approximately 2,200-foot long extension of the Schuylkill River Park Trail. An existing paved walkway trail currently terminates at a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. The Project proposes that the walkway be extended overland several hundred feet further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point a walkway bridge will be built over and parallel to the river approximately twenty feet from the existing bank, and it will extend to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail and the over-water portion will be an elevated boardwalk type structure supported on river piers. The elevated trail section must be wide enough to accommodate emergency and maintenance vehicles. The ramp will provide a safe southern terminus point as access for park visitors and will create a safe link for pedestrians and bicyclists between the Schuylkill River Park project (MPMS #17754 is complete) and the South Street Bridge (also see MPMS #17724).

The Schuylkill River Park Ramp is intended principally for transportation purposes, including trips to work, school, shops, medical facilities and other services. This phase of the project will connect the completed portion of the trail (MPMS#17754) to the newly reconstructed South Street Bridge (MPMS 17724). It will allow users to quickly and efficiently access Philadelphia's two largest business districts, Center City and University City, which are connected by the South Street Bridge. The project is a component of the Schuylkill River Trail which will ultimately connect to the Chester Valley Trail and Trail Connection (MPMS #14663, 14675, and 16705) in Montgomery and Chester Counties as well as the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TOLL CREDIT

This project has been transferred to MPMS# 91573

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ	140												
		140	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			140	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 70243

American Street Streetscape

AQ Code X9

LIMITS Girard Avenue to Lehigh Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 3/15/2016

This is an industrial corridor with plentiful local truck traffic. Streetscape improvements including curbing, paving, crosswalks, traffic management, landscaping and lighting. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU		87										
FD	LOCAL		22										
CON	STU							5,371					
CON	LOCAL							1,343					
		0	109	0	0	0	0	6,714	0	0	0	0	0
		Total FY2011-2014			109	Total FY2015-2018			6,714	Total FY2019-2022			0

MPMS# 71209

East Falls Reconnects to River, Phase I SR:0001

AQ Code A2

LIMITS

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 15A

PROJECT MANAGER: TWB/VLF

No Let Date

This project will provide for safer and more convenient pedestrian and bicycle access between the East Falls area and the Schuylkill River Heritage Trail. In addition, it will add parking and pedestrian scale lighting to the Riverfront District to enhance access and safety, and to attract residents and visitors.

\$677,760 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phase(s) will be funded locally:

PE - \$13,433

FD - \$67,165

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE		115										
CON	STU		200										
CON	STP		372										
		0	687	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			687	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 71210

West Bank Greenway/Philadelphia Zoo Multipurpose Trail (TE) SR:0013

AQ Code A2

LIMITS Along 34th Street and Zoological Drive, 34th Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Adding Subcorr(s): 3A, 7A

The Philadelphia Zoo proposes to develop the missing link of the West Bank Greenway between Fairmount Park and West Philadelphia along the perimeter of the Zoo. This landscaped section of pedestrian/bicycle improvements will be a key link in the Schuylkill River Trail and Heritage Corridor.

\$904,625 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phases will be funded locally:

PE - \$31,000
FD - \$155,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE		491											
CON	STE			414										
		0	491	414	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			905	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 71211

Fox Chase to Rockledge Streetscape-Phi SR:0232

AQ Code X12

LIMITS

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DMJM/PS

No Let Date

This project seeks to create a unified streetscape and gateway for the Fox Chase-Rockledge business district. It is a collaborative effort that spans two municipalities - the City of Philadelphia (Fox Chase neighborhood) and the Borough of Rockledge.

\$994,750 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phase(s) will be funded locally:

PE - \$57,800
FD - \$289,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP		41											
		0	41	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			41	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 72597

Ben Franklin Bridge Philadelphia Operational Improvement

AQ Code 2013M

LIMITS Vine Street, Benjamin Franklin Bridge to 9th Stree

IMPROVEMENT: Other

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: AECOM/MG

LRPID:22

No Let Date

3A, 10A, 15A

The Ben Franklin Bridge interfaces with a complex network of streets, highway segments, and signalized intersections on the west end of the bridge and Vine Street.

The project will provide for improvements to the Broad Street ramp of the Vine Street Expressway (I-676), signage improvements WB on the Ben Franklin Bridge, and development of Real Time Travel Information (TMC).

Improvements to the Broad Street ramp will be completed in two phases. Phase 1 of the improvements to the Broad Street ramp will provide a second travel lane from the Vine Street Expressway westbound off-ramp to 15th Street southbound with the goal of reducing the existing queue. This also includes the reconfiguration of the ramp tie-in to 15th Street, as well as the repaving of 15th Street to the Vine Street intersection. Phase 2 will provide a new connection from the Broad Street ramp to the intersection at Callowhill Street. This connection provides another option for traffic heading towards the western area of Center City as well as traffic heading north of the Vine Street corridor. The goal is to reduce traffic congestion at the intersection of 15th Street and Vine Street, with the anticipation that this will reduce queues on the ramp and expressway. Additionally, traffic signals will be installed at the intersections of 15th and Callowhill Streets, and at the new ramp and Callowhill St.

Signage improvements will be applied westbound on the Benjamin Franklin Bridge to assist drivers as they exit the bridge, and will include 15 static overhead guide signs which are located on the bridge gantries. At least one dynamic message sign will also be proposed for the gantry area.

The project will also include the development and operation of TMC, device installation, and agency coordination activities. The result would be real time information on congestion, speed, travel times, and travel related incidents distributed to motorists using changeable message signs, websites, highway advisory radio, and electronic notification.

Section 115 funds PA ID#251- \$5 million total (\$1 million used for study/alternatives analysis)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF	400												
CON	SXF	3,350												
		3,750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,750	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 72793

Market Street Bridge Over Schuylkill River Enhancement (TE) SR:3010

AQ Code A2

LIMITS Over Schuylkill River and Amtrak

IMPROVEMENT: Streetscape

Not SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding

PROJECT MANAGER: CONSTR

Actl Let Date: 12/11/2008

Adding Subcorr(s):

3A, 10A

The project which will add pedestrian enhancements to the Market Street Bridge over the Schuylkill River including improved lighting, balustrades, signage, and a portal to the Schuylkill River Park entrance. This project received \$250,000 of Section 115 funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE*	200												
		200	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			200	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 72996

Philadelphia School Zone Safety Improvements (HTSSRS)

AQ Code A2

LIMITS Vicinity of Philadelphia District Schools

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Act/ Let Date: 12/3/2009

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

This project will entail construction for the installation of crosswalks, 15 miles per hour school flashers and related signage at selected schools in the City of Philadelphia. Pedestrian safety brochures will also be printed and distributed to students. This project is a companion project to MPMS #74828, which provides for design and construction

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		700		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 73012

Frankford Avenue Streetscape Improvements (HTSSRS)

AQ Code A2

LIMITS Girard Avenue to Lehigh Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4B, 5G

PROJECT MANAGER: CONSTR

Act/ Let Date: 10/1/2009

The Home Town Streets/Safe Routes to School (HTSSRS) programs aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school.

This project will involve streetscape improvements along Frankford Avenue between Girard Avenue and Lehigh Avenue in the City of Philadelphia. Improvements will include new sidewalk and curbing, street lightning, signage, bicycle amenities and community gateways facilities. New Kensington CDC is the sponsor of the project. See MPMS #77465

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$920,000 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	400											
CON	STE		62										
CON	STE			121									
		400	62	121	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		583		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 73134

Gateway Revitalization/Torresdale Av Strscape Im Pr

AQ Code A2

LIMITS

Not SOV Capacity Adding

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 3/28/2014

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

0

This project is a segment of many "Gateway Revitalization Projects" which include the revitalization of 12 major intersections into and out of Northeast Philadelphia, with boundaries ranging from Frankford Avenue to the West, the Delaware River to the East, Harbison Avenue to the South, Grant Avenue to the North, and the Torresdale Avenue Business District. The purpose of the "Gateway Revitalization Projects" is to assist in the beautification of neighborhoods and communities. These projects focus on a "Welcome" theme -- aesthetic improvements to major streets, highways, and business and residential districts in Northeast Philadelphia.

The Gateway Revitalization project was recommended in the spring of 2005 for funding through the HTSSRS program. \$920,000 will be drawn down at the appropriate time.

The Torresdale Avenue Streetscape Improvement project will be completed in conjunction with the Major Artery Revitalization Committee (MARC). The project will include streetscape improvements; such as, pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings. Specifically, the project will be completed in three phases. The first phase will improve lightning throughout the area by installing new pedestrian lightning in the business district. Phase two will improve crosswalks throughout the corridor by enhancing the current design of the crosswalks from their current design to a honeycomb design, and phase three will consist of curb extensions for busy intersections, increased parking, and exterior improvement to the Tacony Library. Project funded by a SAFETEA-LU Earmark, (ID 3094; PA ID 496) - \$1Million

Phase 1 of this project was completed in 2009 using the \$500,000 Local funding provided by the Commercial Corridors Bond Program.

Phase 2 and 3 of this project will be completed as one construction contract.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP	920												
CON	DEMO	1,000												
CON	LOCAL	500												
		2,420	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,420	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74823

Philadelphia Zoo Intermodal Transportation Center

AQ Code 20130

LIMITS Vicinity of Philadelphia Zoo

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

Adding Subcorr(s): 7A

MUNICIPALITIES:

PROJECT MANAGER: B. Sharp Pub Transit

No Let Date

The Philadelphia Zoo plans to develop Inter-modal transportation improvements in coordination with the Philadelphia Streets department. The project will improve traffic flow, parking conditions, links to public transportation, and public safety.

The project has four key components: augmentation of public transportation options by providing a shuttle that connects the Inter-modal Center to 30th Street Station and to other rail and bus lines; consolidation of Zoo parking through the creation surface parking lots accommodating 385 cars on Girard Ave; improvements to the surface parking lot at 38th Street and Girard Avenue, 34th street and Zoological Drive; Streetscape improvements on Girard avenue and 34th street to address deteriorated pedestrian circulation system and support the Inter-modal transportation center and link to other pedestrian and bikeway systems in the area.

The estimated total cost of the project is \$13.7 million. The project received \$4,180,000 provided by a FTA earmark (PA ID #22), and \$3 million provided by two FHWA earmarks (\$2,000,000, PA ID #606) and (\$1,000,000, PA ID 662). The balance of the cost (\$6,520,000) will be funded locally by the City of Philadelphia and the Philadelphia Zoo. FHWA funds will be flexed to FTA (PA-04-0045-01) who will serve as the project manager.

This project accounts for the FHWA Earmarks
See MPMS# 84473 (FTA funds)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF	120												
FD	LOCAL	34												
CON	SXF	3,000												
CON	LOCAL	750												
		3,904	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,904	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74824

Walnut Street Gateway Improvements (TIGER)

AQ Code X9

LIMITS Walnut Street Bridge and Schuylkill Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES:

Not SOV Capacity Adding

PROJECT MANAGER: AECOM/JD

Act/ Let Date: 7/21/2011

Adding Subcorr(s): 10A

Design and the construction of operational, structural, and aesthetic improvements to the Walnut Street Bridge and Schuylkill Avenue. Improvements will include streetscape, crosswalk, curb, and sidewalk improvements. Schuylkill River Development Corporation (SRDC) is the project sponsor. SAFETEA DEMO #4815/PA ID #625 plus \$1 MILLION SAFETEA DEMO #35/PA ID# 665- \$700,000 (total remaining balance \$1,581,639). This is one in a series of projects sponsored by SRDC to improve access to and the aesthetics of the Schuylkill River through Center City Philadelphia.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.740 million (CTDG noted below) has been combined with \$1.462 million DEMO funds for a \$3.202 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
FD	LOCAL	34											
CON	CTDG	1,740											
CON	SXF		1,057										
CON	TOLL												
CON	CMAQ		403										
CON	TOLL												
		1,894	1,460	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,354		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74828 **American Cities/Safe Routes to School - Phase 3**

AQ Code S6

LIMITS City-wide

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 4/15/2014

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. The project is the third phase of the City's Safe Routes to School project.

Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	320											
PE	LOCAL	80											
FD	SXF		320										
FD	LOCAL		80										
CON	SXF				2,560								
CON	LOCAL				640								
		400	400	0	3,200	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,000		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 74829

Schuylkill River Park Rail Crossings

AQ Code S1

LIMITS At Race Street and Locust Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 10A

PROJECT MANAGER: TWB/VLF

Act/ Let Date: 1/27/2011

The project will include the construction of two (2) at grade rail crossings over the CSX rail line to access the Schuylkill River Park in Philadelphia. The at grade crossings will be located at Race Street and Locust Street and will create a safe link for pedestrian and bicyclists between the Schuylkill River Park project (MPMS #17754) and Center City. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark (ID 4829/PA ID 639) \$600,000

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF	600											
CON	TOLL												
CON	STP	72											
CON	TOLL												
CON	STP		207										
		672	207	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		879		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74831

Cresheim Valley Drive Revitalization

AQ Code S10

LIMITS Cresheim Road to Stenton Avenue

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Act/ Let Date: 4/12/2012

This project involves the restoration, resurfacing and reconstruction of Cresheim Valley Drive from Cresheim Road to Stenton Avenue. The project will be let in conjunction with CW101 MPMS#72946. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF*	1,258												
CON	LOCAL	314												
		1,572	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014	1,572		Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74832

CHOP Child Passenger Safety Program

AQ Code X

LIMITS

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DVRPC

No Let Date

Child Passenger Safety Program, Children's Hospital of Philadelphia (CHOP).

The Children's Hospital of Philadelphia, the University of Pennsylvania, and State Farm Insurance Companies created a partnership in 1997 to learn why motor vehicle crashes are the leading cause of death and disability in children over age 1 in the United States. Through this unique research partnership – called Partners for Child Passenger Safety -- these organizations conduct research to determine how and why children are injured or killed in car crashes to prevent future occurrences, takes an active role in educating parents, physicians, policymakers and law enforcement officials on the importance of proper restraint for children in motor vehicles, and provides recommendations to automobile manufacturers on ways to improve the design of their child passenger safety features.

The goals of this program are to increase the use of automobile restraints in children and youth populations; target at-risk populations for low use of automobile safety restraints, and evaluate new parent website - After the Injury: Helping Parents Help Their Kids To Prevent Post Traumatic Stress Syndrome After Childhood Injury Due to Motor Vehicle Incident

DVRPC will serve as the public sponsor for CHOP and will provide some project administration services for processing invoices, etc., for the effort which will involve three different phases over a three year period.

SAFETEA-LU Earmark ID #4811/PA ID 621 - \$1 Million

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF		400											
		0	400	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		400		Total FY2015-2018			0			Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74833

Frankford Avenue/Mayfair Streetscape Improvements SR:0013

AQ Code X9

LIMITS Cottman Avenue to Harbison Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4B, 5G

PROJECT MANAGER: CONSTR

Act/ Let Date: 9/10/2009

The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings on Frankford Ave between Harbison Road and Cottman Avenue. The project will be completed in conjunction with Mayfair CDC, who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark- (ID 2935/PA ID 484) \$1 Million, PA

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF*	96													
		96	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		96			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 74841

PRPA Access Project

AQ Code NRS

LIMITS South Philadelphia Port

IMPROVEMENT: Other

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 4B, 4C

PROJECT MANAGER:

No Let Date

This project will assist in the relocation of the Packer Avenue Marine Terminal Gate in order to remove conflicting traffic movements on Delaware Avenue, enhance safety, enhance security, and reduce confusion. PRPA is currently reviewing options such as the partial or full closure of the east-side service road, commonly called 'Old Delaware Avenue', south of Oregon Avenue, and the location of gatehouses/checkpoints on currently-unused roadways and/or parcels are being explored.

PRPA will undertake a locally funded combined preliminary/final design effort which will develop the overall plan/recommended course of action. This will include provisions for possible future roadway extensions/access to the Navy Yard and the proposed Southport complex. Possible direct connections to I-95 at the Walt Whitman Bridge interchange will be identified but not included in the design effort as coordination with PennDOT efforts for planned reconstruction in future years will be necessary.

This project is funded by two SAFETEA-LU Earmarks:
 \$2,400,000 (PA ID# 314/FED ID# 0205)
 \$500,000 (PA ID 601/FED ID# 4791)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	LOCAL	400													
CON	DEMO		3,300												
CON	TOLL														
		400	3,300	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		3,700			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 76870

Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301

AQ Code S19

LIMITS Over SEPTA R8 Rail Line

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 15B

MUNICIPALITIES: Germantown-Chestnut Hill

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/2/2014

The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced concrete abutments, reconstruction of the roadway approach and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	STP		20												
PE	BOO		112												
PE	183		4												
PE	179		1												
PE	183		19												
PE	179		6												
FD	BOO		524												
FD	183		99												
FD	179		35												
UTL	STP					239									
UTL	185					45									
UTL	LOCAL					16									
CON	BOO						3,936								
CON	183						738								
CON	LOCAL						246								
		0	820	0	0	300	4,920	0	0	0	0	0	0		
		Total FY2011-2014			820	Total FY2015-2018				5,220	Total FY2019-2022				0

MPMS# 77452

Manayunk Canal Restoration - Phase 3 (TE)

AQ Code A2

LIMITS Manayunk Canal

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 15A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

This Phase III project involves the restoration of Philadelphia's most significant surviving remnant of the once great Schuylkill Navigation system. It includes restoring water flow to the canal, improving the hydrology in the canal & providing stabilization of the historic Sluice House.

Design for this project was funded under MPMS #61714 through the TE Program.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			0	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 77464

Chinatown Plaza Revitalization (TE) SR:2676

AQ Code X12

LIMITS At 10th Street and Vine Street

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

No Let Date

Implement streetscape and traffic calming measures at the area of 10th and Vine Streets in the Chinatown neighborhood of Center City.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP		72										
		0	72	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		72				Total FY2015-2018				0			
						Total FY2019-2022				0			

MPMS# 77466

Mid-East Girard Avenue Streetscape (TE) SR:2008

AQ Code X12

LIMITS Susquehanna Street to 8th Street

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: CONSTR

Actl Let Date: 6/10/2010

Adding Subcorr(s): 4B, 14A, 15A

The Mid-East Girard Avenue Streetscape Project will install new curbs, lights, sidewalks, bump-outs and trees along the corridor from Susquehanna to 8th Street.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	100											
		100	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		100				Total FY2015-2018				0			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 77467 *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232*

AQ Code X12

LIMITS At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Rockledge Borough; Philadelphia City

PROJECT MANAGER: AECOM/JD

No Let Date

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0		Total FY2015-2018		0		Total FY2019-2022		0			

MPMS# 77475

Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2

AQ Code A2

LIMITS Vicinity of Philadelphia District Schools

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/MW

No Let Date

Installation of bumpouts in approximately 17 school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0		Total FY2015-2018		0		Total FY2019-2022		0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 77478

Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)

AQ Code A2

LIMITS South Street Bridge to Bartram's Garden

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: CONSTR

Actl Let Date: 2/4/2010

Adding Subcorr(s): 3A, 6B, 10A

The Schuylkill Trails Master Plan outlines a strategy for the development of a riverfront bicycle & pedestrian trail from the South Street Bridge to Bartram's Garden. The priority is to complete segments in city-owned parcels between the University Avenue Bridge (DuPont property) & Fed Ex. The trail will improve public access & link to existing street & bikeway connections. Also see MPMS #68067.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from Statewide TE Line Item at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU	100												
CON	STU		64											
		100	64	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		164			Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 77479

Roxborough Streetscape Improvements (HTSSRS) SR:3009

AQ Code X12

LIMITS Ridge Avenue, South of Osborne Street to South of

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Roxborough-Manayunk

Not SOV Capacity Adding

PROJECT MANAGER: AECOM/JD

Actl Let Date: 5/12/2011

Adding Subcorr(s): 3A, 15A

Enhance the pedestrian, transit, and bicycle experience in this district so as to market the business district as a safe, fun and unique place to patrons and as an economically viable market place to investors.

In the spring of 2006 this project was recommended for Discretionary TE funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time. Design is being funded locally.

SAFETEA LU ID #2832, PA ID # 477- \$800,000 was originally assigned MPMS #74838 and will be broken out if necessary.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	800												
CON	TOLL													
CON	STE		862											
		800	862	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		1,662			Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 77485

Mill Creek Safe Routes to School (TE)

AQ Code X12

LIMITS 43rd Street/48th Street/Brown Street/Fairmount Ave

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 7A

PROJECT MANAGER: AECOM/JD

No Let Date

The project will facilitate safer routes to the nearby Sulzberger Middle School through re-surfacing of existing streets, installation of new and improvement of existing pedestrian crosswalks and bike path routes, removing and replacing curbs, installation of new street / pedestrian signage, and installing additional lighting. The project area includes 43rd Street to the East, 48th Street to the West, Brown Street to the North and Fairmount Avenue to the South.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,125,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 77540

Baltimore Avenue Pedestrian Lighting (TE) SR:0013

AQ Code X12

LIMITS Along Baltimore Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5E, 10A

PROJECT MANAGER: DMJM/PS

No Let Date

Install pedestrian lighting on Baltimore Avenue whose proximity to eleven schools serving more than 12,000 students (pre-K to 12th grade) makes it a critical safe route to school. Baltimore Avenue is a state highway.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$575,000 will be drawn from MPMS #64984 at the appropriate time.

\$575,000 was drawn down from the MPMS #71808 - Statewide Hometown/SRTS line item

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 78758 **JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets**

AQ Code S19 **LIMITS** Over 21st Street/22nd Street/23rd Street

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES:

Not SOV Capacity Adding

PROJECT MANAGER: Gannett/CS

Est Let Date: 3/13/2014

Adding Subcorr(s): 10A

This project involves the superstructure replacements of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements.

This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BND		531										
PE	BND			530									
FD	BND			820									
UTL	BND			141									
UTL	BND				140								
CON	BND					14,329							
		0	531	1,491	140	14,329	0	0	0	0	0	0	0
		Total FY2011-2014			2,162	Total FY2015-2018			14,329	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 79686

I-95, Columbia Street to Ann Street (GR1)

AQ Code 2020M

LIMITS Columbia Street to Ann Street

IMPROVEMENT: Roadway Rehabilitation

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: EE/

4B

Act/ Let Date: 7/28/2011

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

This project is a breakout of MPMS# 17821 (GIR).

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

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS*	4,000											
UTL	NHS*	4,624											
CON	NHS*	1,000											
CON	STU	649											
CON	STP	4,091											
CON	NHS	2,082											
CON	581	1,543											
CON	581	162											
CON	NHS		24,674										
CON	581		6,168										
CON	STP			1,981									
CON	NHS			1,791									
CON	NHS			5,682									
CON	BOO			5,702									
CON	NHS			16,974									
CON	185			1,425									
CON	581			943									

Pennsylvania - Highway Program

Philadelphia

CON	581		4,244											
CON	581		1,421											
CON	NHS			5,682										
CON	NHS			8,742										
CON	581			1,421										
CON	581			2,185										
		18,151	30,842	40,163	18,030	0	0	0	0	0	0	0	0	
		Total FY2011-2014		107,186		Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 79743

Logan Square, 20th/Winter/Parkway Improvements

AQ Code X12

LIMITS At Logan square/20th Street/Benjamin Franklin Park

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 10A

PROJECT MANAGER: AECOM/DD

Est Let Date: 6/5/2015

Project will fund new traffic and pedestrian enhancements on the north side of the Franklin Institute located at Logan Square and 20th Street, Winter Street, and the Benjamin Franklin Parkway. Project will provide safe queuing for school buses, a new outdoor science park for the Franklin Institute, and additional information kiosk and café, and a safer pedestrian crossing along 20th Street to better link to the Franklin Institute, the main branch of the Free Library, and the future Barnes Foundation. This project will be designed and constructed in conjunction with MPMS # 80054 (Vine Street Expressway Bridges).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ				2,087									
CON	LOCAL				522									
		0	0	0	2,609	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,609	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 80054

Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2

AQ Code S19

LIMITS Over I-676 Expressway at 18th, 19th, 21st and 22nd

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s): 3A, 4B, 7A, 10A, 14A

PROJECT MANAGER: AECOM/DD

Est Let Date: 6/5/2015

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the third phase of the three Vine Street Bridge contracts to advance. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and the intersection realignment of 20th and Winter Street. Part two of a three part breakout of Section PAA 7301, estimated future earliest construction is in June 2015. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PAA 7301, PAC SR676, PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAB SR676, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	780											
PE	183	146											
PE	179	49											
FD	916			1,591									
FD	916				1,423								
ROW	916			716									
ROW	916				450								
CON	916					17,911							
CON	916						23,881						
CON	916							9,552					
CON	916									15,523			
		975	0	2,307	1,873	0	17,911	23,881	9,552	15,523	0	0	0
		Total FY2011-2014			5,155	Total FY2015-2018			51,344	Total FY2019-2022		15,523	

Pennsylvania - Highway Program

Philadelphia

MPMS# 80055 *Holme Avenue Bridges (2) Over Roosevelt Boulevard*

AQ Code S19 **LIMITS** Over Roosevelt Boulevard at Pennypack Circle

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5G, 5H

PROJECT MANAGER: AECOM/DD

Est Let Date: 3/14/2013

The project proposes to replace the two existing bridge structures with a single two-span bridge carrying Holme Avenue over Roosevelt Boulevard. The traffic circle configuration will be removed and a more conventional signalized interchange configuration between Holme Avenue and Roosevelt Boulevard will be constructed.

No work is anticipated along the US Route 1 express lanes that are located below Holme Avenue. However, work is anticipated in the median between the northbound and southbound US Route 1 express lanes for removal of the existing piers and construction of the pier for the new bridge. The new single structure will allow for the entire bridge construction to be performed while traffic is maintained on the existing structures.

In addition to the new structure, intersection improvements are proposed at each approach to the bridge. Two westbound left turn lanes will be added to the bridge to carry westbound Holme Avenue traffic to the southbound local lanes of Roosevelt Boulevard. Increased storage for turning movements and wider lanes are proposed for the westbound Holme Avenue approach to the Roosevelt Boulevard northbound local lanes. Curb and sidewalk improvements are proposed on all legs of the intersection. Optimized signal timings will improve the operation of the intersections.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916		3,182										
ROW	916				466								
UTL	916				467								
CON	BND					13,048							
		0	3,182	0	933	0	13,048	0	0	0	0	0	0
		Total FY2011-2014			4,115	Total FY2015-2018			13,048	Total FY2019-2022			0

MPMS# 80103 *US 1, Roosevelt Expressway Extension SR:0001*

AQ Code S6 **LIMITS** Philadelphia

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

No Let Date

This project aims to reduce the number of injuries and the severity of those injuries along the approximate 3 mile section of limited access highway known as the Roosevelt Expressway. The anticipated benefits of the project are to 1) minimize the angle of redirecting vehicles off the median barrier; 2) preventing penetration through the barrier; 3) eliminating the blunt end of bridge abutment walls; and 4) reducing the number of single vehicles running off the road along the right shoulder in both directions. These goals will be accomplished by 1) installing over 12,000 feet of improved safety-shape concrete median barrier with ample delineation; 2) installing reflective pavement markers; 3) installing milled shoulder rumble strips; and 4) installing roadside barrier and crashworthy end treatments at bridge abutments.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 80104 *Henry Ave Corridor Safety Improvements SR:3009*

AQ Code S6 **LIMITS** Philadelphia

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER: Gannett/BPM

Est Let Date: 5/5/2016

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline ruble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut lane and Hunting Park Ave will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP		990										
		0	990	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			Total FY2015-2018			Total FY2019-2022					
		990			0			0			0		

MPMS# 81584 *Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)*

AQ Code A2 **LIMITS** Over CSX Railroad in the vicinity of Locust Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/CC

Actl Let Date: 5/12/2011

This project will improve access to the Schuylkill Banks Park. Project includes the construction of an ADA accessible pedestrian bridge, connecting Schuylkill River Park and Schuylkill Banks Park.

This project was awarded \$1,000,000 Statewide Discretionary TE funds in January, 2009.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$4.4 million (CTDG noted below) has been combined with \$1 million Discretionary TE for a \$5.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STED	1,000											
CON	CTDG	4,400											
CON	CMAQ	899											
CON	CMAQ		829										
		6,299	829	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			Total FY2015-2018			Total FY2019-2022					
		7,128			0			0			0		

Pennsylvania - Highway Program

Philadelphia

MPMS# 84646
AQ Code S6

Roosevelt Boulevard Safety Improvements - Phase II

LIMITS 9th Street to Southampton Road

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 6/9/2011

The project will provide for the construction of safety improvements and will include: a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures.

This project is a breakout of MPMS# 74839.

Funded by a SAFETEA-LU earmark (PA ID# 493) - \$1,263,522

An additional \$1,040,000 will be drawn from the HSIP Line Item (MPMS# 36927) for construction at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	1,263												
CON	HSIP	2,451												
CON	HSIP		396											
		3,714	396	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,110	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 84649
AQ Code X12

Parkway Streetscape Improvements

LIMITS 16th Street to Eakins Oval

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/PS

Est Let Date: 8/29/2013

Not SOV Capacity
Adding
Adding Subcorr(s):
3A

This project will include streetscape improvements such as new granite curbs, exposed concrete paving with brick edging, new benches, trash receptacles and plantings along the 1600 and 1700 blocks of the Benjamin Franklin Parkway between Love Park and Logan Square. The project will be managed by the Fairmount Park Commission.

\$2 million - Statewide Discretionary funds
\$1.25 - DVRPC Regional TIP funds

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP-D	2,000												
CON	STU		1,250											
		2,000	1,250	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,250	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 85059

Shakespeare Park Renovation

AQ Code X9

LIMITS Between Vine Street/Benjamin Franklin Parkway/19th

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: AECOM/DD

Est Let Date: 6/15/2015

This project includes the renovation of the existing park area in front of the Free Library of Philadelphia between Vine Street and the Benjamin Franklin Parkway, and 19th and 20th Streets and will include new plantings, paving, benches, and other landscape and pedestrian amenities. This project will be managed by the Center City District.

Project will advance concurrently with MPMS# 80054, Vine Street Expressway Bridges.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	LOCAL				1,463								
CON	STP					563							
CON	TOLL												
		0	0	0	1,463	563	0	0	0	0	0	0	0
		Total FY2011-2014			1,463	Total FY2015-2018			563	Total FY2019-2022			0

MPMS# 85417

Alleghny Avenue Safety Improvements

AQ Code

LIMITS Ridge Ave to Armingo Ave

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 1/16/2017

This project includes the installation of flashing school signs and speed limits at select locations within the corridor. Install or improve the lighting at the railroad underpasses between 17th and 19th Streets and at Kensington Ave. Install pedestrian fences (or appropriate landscape alternative), to prevent or discourage jaywalking, at select locations. Reconfigure the intersection of Germantown Ave, Sedgley Ave and 11th Street to reduce pedestrian crossing distances and driver confusion.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP	318											
PE	STU	590											
UTL	HSIP	318											
CON	HSIP				3,510								
		1,226	0	0	3,510	0	0	0	0	0	0	0	0
		Total FY2011-2014			4,736	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 85419

Erie Avenue: Broad St - K St.

AQ Code S6

LIMITS Broad Street to K Street

IMPROVEMENT: Other

Not SOV Capacity
Adding

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 10/8/2015

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	HSIP		550										
		0	550	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		550		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 86031

Philadelphia ADA Ramps - Phase 2

AQ Code A2

LIMITS Philadelphia

Not SOV Capacity
Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES:

PROJECT MANAGER: CONSTR

No Let Date

The purpose of this project is to reconstruct existing curb cut ramps to the latest ADA design criteria at various locations. Ramps will be installed in the following locations:

SR 1008 - Levick Street

From New State Road (SR 73) to Frankford Avenue (SR 13/SR 2007)

From Roosevelt Boulevard (SR 1) to Rising Sun (SR 1001)

SR 1024 - Robbins Street, Keystone Street

From Frankford Avenue (SR 13/SR 2007) to Levick Street (SR 1008/SR 8049)

SR 13 - Levick Street

From Roosevelt Boulevard (SR 1) to Frankford Avenue (SR 2007)

SR 13 - Robbins Street

From Roosevelt Boulevard (SR 1) to Frankford Avenue (SR 2007)

SR 1014

Rhawn Street

From Oxford Avenue (SR 232) to Frankford Avenue (SR 13)

SR 73 Cottman Avenue

From Oxford Avenue (SR 232)/Rising Sun (SR 1001) to State Road (SR 1007)

SR 73 Torresdale Avenue

From Cottman Avenue to Princeton Avenue

SR 73 Princeton Avenue

From Torresdale Avenue to State Road

SR 73 State Road

From Princeton Avenue/Cottman Avenue to Elbridge Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		51										
		0	51	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			51	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 86492

Center City Resurfacing - #105 (3R)

AQ Code S10

LIMITS south east quadrant of Center City Philadelphia

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Act/ Let Date: 12/10/2009

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

Project will take place in the South East Quadrant of Center City of Philadelphia limited By Market Street on North, Front Street on East, Broad St on West and South Street on South

The following locations are included in this project:

- 2nd Street, Walnut Street to Market Street
- 3rd Street, South Street to Market Street
- 4th Street, South Street to Chestnut Street
- 8th Street, South Street to Market Street
- 9th Street, South Street to Market Street
- 11th Street, South Street to Market Street
- 12th Street, South Street to Market Street
- Front Street, Dock Street to Market Street
- Locust Street, Broad Street to Washington Square
- Lombard Street, 2nd Street to Front Street
- Lombard Street, 13th Street to 9th Street
- Spruce Street, 2nd Street to 38th Parallel Place
- Spruce Street, 4th Street to 2nd Street
- Spruce Street, Broad Street to 8th Street
- Pine Street, 15th Street to Broad Street
- Pine Street, Broad Street to 5th Street
- Pine Street, 4th Street to Front Street

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	400											
		400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		400		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 87107 *School District of Philadelphia Improvement (SRTS) - Round 1*

AQ Code A2 **LIMITS** Vicinity of Philadelphia District Schools

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 6/15/2015

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school.

The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. The defects include cracked and broken concrete, sink holes, and raised concrete blocks which make the sidewalks uneven. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries for students who want to ride their bicycles to school.

This project was awarded \$1,000,439 in Safe Routes to School (SRTS) funding in May of 2009.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,000		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 87124 *Sister Cities Plaza Renovation - Phase I*

AQ Code X9 **LIMITS** Between 18th Street/Benjamin Franklin Parkway/Vine

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER: AECOM/PS

Actl Let Date: 5/26/2011

The Center City District plans to renovate Sister Cities Park, a 1.25 acre park located between 18th Street, Benjamin Franklin Parkway and Vine Street. Funds will provide for construction of Sister Cities Plaza streetscape improvements at Logan Square. Enhancements will be in accordance with the City's design guidelines for the Benjamin Franklin Parkway and will include new granite curbs, exposed concrete paving with brick edging, walkways, new trees and plantings, benches, lighting, and a water feature.

\$450,000 Local Match will be provided by DCED.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	156											
CON	STP		340										
CON	STP			1,066									
CON	TOLL												
CON	LOCAL			225									
CON	TOLL												
CON	LOCAL				225								
		156	340	1,291	225	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,012		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 87137 **5th and Market Street Transportation Improvements**

AQ Code M8 **LIMITS** 5th Street at Market Street in Philadelphia

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: FLEX

No Let Date

This funding provides for the design of improvements to the existing subway station located at and beneath the intersection of 5th and Market Streets in Philadelphia, Pennsylvania. Project elements include: Repair or replace steel and concrete elements of the station; rehabilitate and/or modify entry/exit stairways; install headhouses; replace ceiling over track and platforms; rehabilitate/modify existing wall, column and floor treatments throughout the station; replace existing cashier booths, and reconfigure existing fare lines; modernize/replace existing life safety systems throughout the station. The rehabilitated station will meet all ADA guidelines. SEPTA is the sponsor of this project and funds have been flexed to the FTA, Grant# - PA-90-X696-00. Construction will be accomplished via MPMS #77183.

FHWA 2009 Appropriations Earmark (PA ID# 725) -\$475,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	FLEX	475												
PE	LOCAL	119												
		594	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			594	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 87937 **Avenue of the Arts Revitalization and Streetscape (TCSP)**

AQ Code X9 **LIMITS** North Broad Street, City Hall to Glenwood Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DAVIES/LEF

No Let Date

This project will provide for lighting and trees will be coupled with City dollars and put toward a \$50M multi-phased streetscape enhancement project that will run along 3.8 miles of North Broad Street from the north side of City Hall to Glenwood Avenue, in Philadelphia. This improvement effort will bring together the several neighborhoods that touch on North Broad and bring uniformity to the corridor as it continues to grow. The full project includes 64 lighting masts in the Broad Street median, 480 new trees on both the east and west sides of the street as well as new lighting on each of the 40 east/west cross streets from 13th to 15th Street. With this TCSP funding allocation, Phase I of this project, which will include a portion of the lights on North Broad and all of the trees, is secured.

Currently, this project is programmed with:
 \$444,600 FY2009 TCSP Funds
 \$5 million Economic Development Funds
 \$4.1 million contribution from the City of Philadelphia

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	581ED	5,000												
CON	LOCAL	111												
CON	LOCAL	4,100												
CON	TCS		445											
		9,211	445	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			9,656	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*
AQ Code **LIMITS** Byberry Road over CSX Rail Line
IMPROVEMENT: Bridge Repair/Replacement
 Not SOV Capacity Adding
MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 7/15/2016

This project includes the replacement of the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	
PE	BOO	480												
PE	185	120												
PE	BOO		60											
PE	185		15											
		600	75	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			675	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 88767

Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1

AQ Code S19

LIMITS Over I-676 Expressway at 21st Street and 22nd Stre

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 6/15/2015

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the first of the three Vine Street Bridge contracts to advance. This section is located at the 21st Street Bridge over I-676 North of Winter Street Intersection and the 22nd Street Bridge over the I-676 North of the Winter Street Intersection. Part one of a three part breakout of Section PAA 7301, estimated earliest construction is in June 2013. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PPA 7301, PAC SR676 and PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAA 7301, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916		956										
ROW	916		382										
UTL	916		787										
CON	916			19,134									
		0	2,125	19,134	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		21,259		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 88768

Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3

AQ Code S19

LIMITS Over I-676 Expressway at 18th Street/19th Street/F

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 6/4/2014

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is phase two of the three Vine Street Bridge contracts to advance. This section is located at the 19th Street Bridge over I-676, north of Logan Circle; the Family Court Pedestrian Bridge over I-676, north of Logan Circle and the 18th Street Bridge over I-676, north of Logan Circle. Part two of a three part breakout of Section PAA 7301, estimated earliest construction is in June 2014. The improvements include replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both the 18th Street and 19th Street Bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with Section PAA 7301, PAC SR676, PAB SR676, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in Section PAB SR676, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916				1,252								
ROW	916				551								
UTL	916				1,043								
CON	916									32,619			
		0	0	0	2,846	0	0	0	0	32,619	0	0	0
		Total FY2011-2014			2,846	Total FY2015-2018			0	Total FY2019-2022			32,619

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 89180 Philadelphia Art Museum Improvements

AQ Code LIMITS

IMPROVEMENT:

Not SOV Capacity Adding
MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project is part of the larger Philadelphia Museum of Art's three-phase master plan project, already under construction, to renovate and expand their historical building on Benjamin Franklin Parkway, which will include a new Art Handling Facility and loading dock, new galleries, public and support spaces under the east courtyard, and the renovation of the existing galleries and public spaces. This project will provide for implementation of the planned transportation and safety improvements to Anne D'Harnoncourt Drive, from Kelly Drive to Spring Garden Drive within the Fairmont Park. Improvements include replacing an 8" water main pipe from Kelly Drive to west entry hydrant, repairing and patching roadway, and the construction of sidewalks, curbs, and gutters.

This project is funded by a \$750,000 FY2010 Appropriations Earmark (PA ID# 734).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	LOCAL	100													
FD	LOCAL	88													
CON	DEMO	750													
CON	TOLL														
		938	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			938	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

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

AQ Code A2

LIMITS 51st Street to Lindbergh Boulevard

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 12/1/2011

Bartram's Garden is a National Historic Landmark and part of the National Recreational Trail system. This project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. Several segments have been constructed (17754), are in construction (70220) or are in the engineering phase (68067, 81584, and 90144). The trail network is intended principally for transportation purposes. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$1.4 million CMAQ for a \$2.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	CMAQ	640												
		1,640	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,640	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 90144 *Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)*

AQ Code A2

LIMITS Shawmont Avenue to Montgomery County Line

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 9/29/2011

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12' paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$400,000 TE funds originally awarded to MPMS #50522 for a \$1.4 million construction phase. \$400,000 TE will be drawn from MPMS #64984 at the appropriate time. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	STE													
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,000	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 90180

East Coast Greenway/58th Street Connector Greenway (TIGER)

AQ Code A2

LIMITS Bartram's Garden to Cobbs Creek Bikeway

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Act/ Let Date: 6/23/2011

1.5 miles of public streets and public rights-of-way will be modified to provide a buffered bikeway that will connect the Schuylkill River Trail and Bartram's Garden to the Cobbs Creek Trail, thus providing a critical link in the East Coast Greenway on the western side of the Schuylkill River.

This project will connect the Cobbs Creek Bikeway with the proposed Schuylkill River Trail at Bartram's Gardens (90141). The trail network is intended principally for transportation purposes and will provide a connection between the Schuylkill River Trail which will extend the length of the Schuylkill River through Philadelphia and the Cobbs Creek Trail which closely follows the Philadelphia and Delaware County border. Once it is completed, it will allow users to access work, school, shops, and services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.1 million (CTDG noted below) has been combined with \$900,000 CMAQ funds for a \$2 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CTDG	1,100											
CON	STU	846											
CON	CMAQ	500											
CON	CMAQ		900										
		2,446	900	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,346		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 90482

North Delaware Riverfront Greenway (TIGER)

AQ Code A2

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross Bridge

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER:

Act/ Let Date: 7/12/2012

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront and is a multi phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail will begin at Allegheny and continue towards Lewis Street near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award \$1.760 million (CTDG noted below) has been combined with \$740,000 CMAQ for a \$2.5 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

The greenway/trail consists of additional sections which will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830).
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston (MPMS #61712).
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832).
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave. (MPMS #79833).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,760												
CON	TOLL													
CON	CMAQ		1,082											
CON	TOLL													
CON	CMAQ			222										
		1,760	1,082	222	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,064	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

AQ Code S7 **LIMITS** I-76, I-95, and I-676 in Philadelphia

IMPROVEMENT: Other

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER:

No Let Date

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Services will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	3,600											
CON	TOLL												
		3,600	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
				3,600				0				0	

MPMS# 91573 *South Street Pedestrian Ramp - Phase II*

AQ Code A2 **LIMITS** from Schuylkill River Park to South Street Bridge

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER:

Actl Let Date: 11/10/2011

Construction of a pedestrian and bicycle ramp connecting the Schuylkill river park trail to the South Street bridge. The ramp will provide a safe southern terminus point for park visitors.

The project scope of MPMS# 70220 (Phase I) is included in this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	4,000											
		4,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
				4,000				0				0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 91837

City Wide Resurfacing (# 103B)

AQ Code S10

LIMITS City of Philadelphia

Not SOV Capacity Adding

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 4/25/2013

Resurfacing of the following streets throughout the City of Philadelphia:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Chestnut Hill Avenue, Seminole St to Bethlehem Pike
- Seminole Street, Chestnut Hill Ave to St. Martins Ln
- St. Martins Lane, Highland Ave to Mermaid La
- Mermaid Lane, St. Martins Ln to Mcallum St
- Mcallum Street, Mermaid Ln to Allens Ln
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- St. Martins Lane, Willow Grove Ave to Mermaid Lane
- Rising Sun Avenue, 2nd St to Roosevelt Blvd

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	24											
PE	LOCAL	6											
PE	STP		50										
PE	LOCAL		13										
FD	STP	56											
FD	LOCAL	14											
CON	STP		6,400										
CON	LOCAL		1,600										
		100	8,063	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		8,163		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 92330

Red Lion Road Warning Device

AQ Code S1

LIMITS Red Lion Road

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grade Crossing Program (MPMS# 36927).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX	305											
		0	305	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		305		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 92331

Pattison Avenue Warning Device

AQ Code S1

LIMITS Pattison Avenue

IMPROVEMENT: Other

MUNICIPALITIES: South Philadelphia; Philadelphia City

PROJECT MANAGER:

No Let Date

Installation of Railroad Warning Devices and High Type Surface.

This project is funded via the RR/HWY Grad Crossing Program (MPMS# 36927)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX	185											
		0	185	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		185		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 92376 *Walnut Lane Bridge Over Wissahickon Creek Restoration*

AQ Code **LIMITS** Over Wissahickon Creek

IMPROVEMENT:

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 9/15/2016

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project will provide for the restoration of this bridge to prevent accelerated deterioration to this important structure.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	700											
UTL	581	50											
CON	STP	508											
CON	TOLL												
CON	STU	1,213											
CON	TOLL												
CON	STU			2,030									
CON	TOLL												
		2,471	0	2,030	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		4,501				0				0			

MPMS# 92413 *Schuylkill River Trail - Manayunk Bridge Project (PCTI) - Round 2*

AQ Code X12

LIMITS

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 12/20/2012

Construct a ped/bike trail atop the unused Manayunk RR Bridge spanning the Schuylkill River. The project creates an intercounty link between the Cynwyd Trail in Montgomery County to the Schuylkill River. Trail in Philadelphia's historic Manayunk neighborhood.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	1,300											
		1,300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		1,300				0				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 92417

Race Street Connector (PCTI) - Round 2

AQ Code X12

LIMITS Race Street, from 2nd Street to Columbus Blvd

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 12/6/2012

This project includes construction of infrastructure and streetscape improvements on Race St. between 2nd St. and Columbus Blvd, to improve neighborhood connections and pedestrian and cycling access to waterfront activities, parks and trails.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	1,100											
		1,100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,100		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 92554

Ridge Ave Over Amtrak (Bridge)

AQ Code S19

LIMITS

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

Not SOV Capacity Adding

Ridge Avenue over AMTRAK
.1 mile SE 29th Street; Philadelphia
Bridge Replacement

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	320											
PE	STU	400											
PE	581	80											
PE	581	100											
		900	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		900		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 93106

Philadelphia Traffic Operations Center

AQ Code S7

LIMITS Spring Garden Street

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity
Adding

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 5/9/2013

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Northern Liberties section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Implementation of the TOC will be a three year effort. Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one of them without a Traffic Operation Center (TOC). The new project uses funds available from the region and will be located inside the Philadelphia Fire Administration Building at 240 Spring Garden Street, which is the location of the City's current Emergency Operations Center (EOC). The decision to co-locate the TOC and EOC was driven by operational logistics and to help keep costs down. The City's fiber option "backbone" runs into this location and it is also the location of the 911 call center. Additionally, the City's Office of Emergency Management is currently re-designing the EOC space and has offered to design and build space for the TOC stations at no additional cost. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CMAQ	320											
PE	LOCAL	80											
FD	CMAQ	1,136											
FD	LOCAL	284											
CON	CMAQ	400											
CON	LOCAL	100											
		2,320	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			2,320	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 93128

AQ Code

Traffic Signal Retiming Program (ARLE 1)

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to analyze and evaluate traffic signal timings and traffic counts at approximately 400 signalized intersections along various corridors in the City of Philadelphia and develop cost saving operation plans for improved future use.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,500	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93130

AQ Code

Adaptive and Responsive Signal Control (ARLE 1)

LIMITS Various Locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to upgrade traffic controllers along with InSync, an Adaptive and Responsive Signal Control system, at key intersections to improve the responsiveness of the City's signal system to time-of-day and day-of-week needs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	90												
CON	244	690												
		780	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			780	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 93131

Emergency Battery Back-up (ARLE 1)

AQ Code

LIMITS Various Locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to install twenty back-up battery systems to intersections that have had a history of power outages.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	30												
CON	244	230												
		260	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			260	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93132

Intersection Modification Program (ARLE 1)

AQ Code

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to enhance safety at approximately ten intersections by modifying the roadway geometry or reducing intersection turning radii through curb realignment and/or improved markings.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	375												
CON	244	1,725												
		2,100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,100	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 93134

Migration of Traffic Signals into Traffic Management Central System (ARLE 1)

AQ Code

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to expand the automated traffic management system (ATMS).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,000	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93135

Low Cost Safety Improvements at High Crash and High Traffic Locations (ARLE 1)

AQ Code

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 (FY11) and Round 2 (FY12) programs. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region.

Round 2 of ARLE awarded \$1,500,000 to the City of Philadelphia and \$351,030 to Concord Township (MPMS# 95404) in Delaware County and Caln Township (MPMS# 95403) in Chester County. Funding for the ARLE Round 2 program is provided for safety improvements at high crash intersections in the City of Philadelphia.

ARLE Round 1 and Round 2 funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators. This project will provide funding to be used to assess high crash locations and develop low cost safety improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	244	300												
CON	244	2,300												
CON	244		1,500											
		2,600	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,100	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 93136

Pedestrian Countdown Signals (ARLE 1)

AQ Code

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to procure and install countdown pedestrian signals at approximately one hundred (100) intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	230												
		230	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			230	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 93138

Radar Speed Trailers (ARLE 1)

AQ Code

LIMITS Various locations throughout Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 1 program. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility. Round 1 of ARLE awarded \$8,545,000 to the City of Philadelphia and \$3,431,000 to other municipalities in the DVRPC region. Funding for the Automated Red Light Enforcement (ARLE) program is provided by targeting 19 intersections within the city of Philadelphia with the implementation of an automated system that records violations by drivers who run red lights in the city and are fined for their violation. The automated red-light system generates revenue from the fines received from violators.

This project will provide funding to be used to procure five radar speed trailers that will monitor and collect data on high-speed roads.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	244	75												
		75	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			75	Total FY2015-2018				0	Total FY2019-2022			0

Total For Philadelphia	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$178,090	\$144,807	\$136,421	\$106,300	\$565,618	\$208,246	\$63,142