

TIP

Transportation Improvement Program

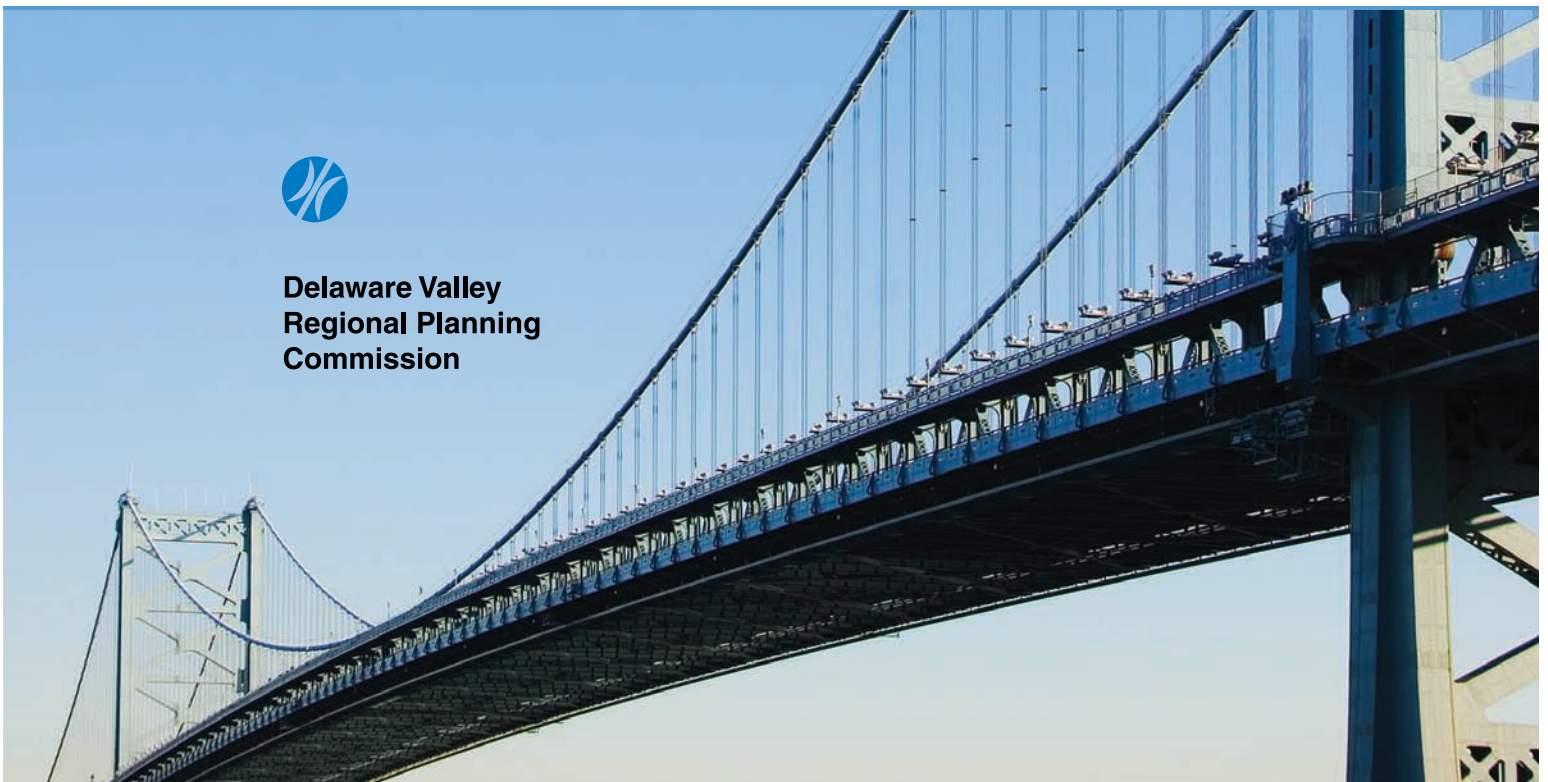
PENNSYLVANIA

Adopted June 2008 - Volume III

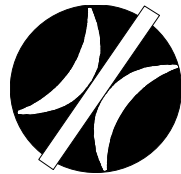
DVRPC FY2009 TIP for **NEW JERSEY** and **PENNSYLVANIA (FY2009-2012)**



**Delaware Valley
Regional Planning
Commission**



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC Fiscal Year 2009 Transportation Improvement Program

Volume III • Pennsylvania

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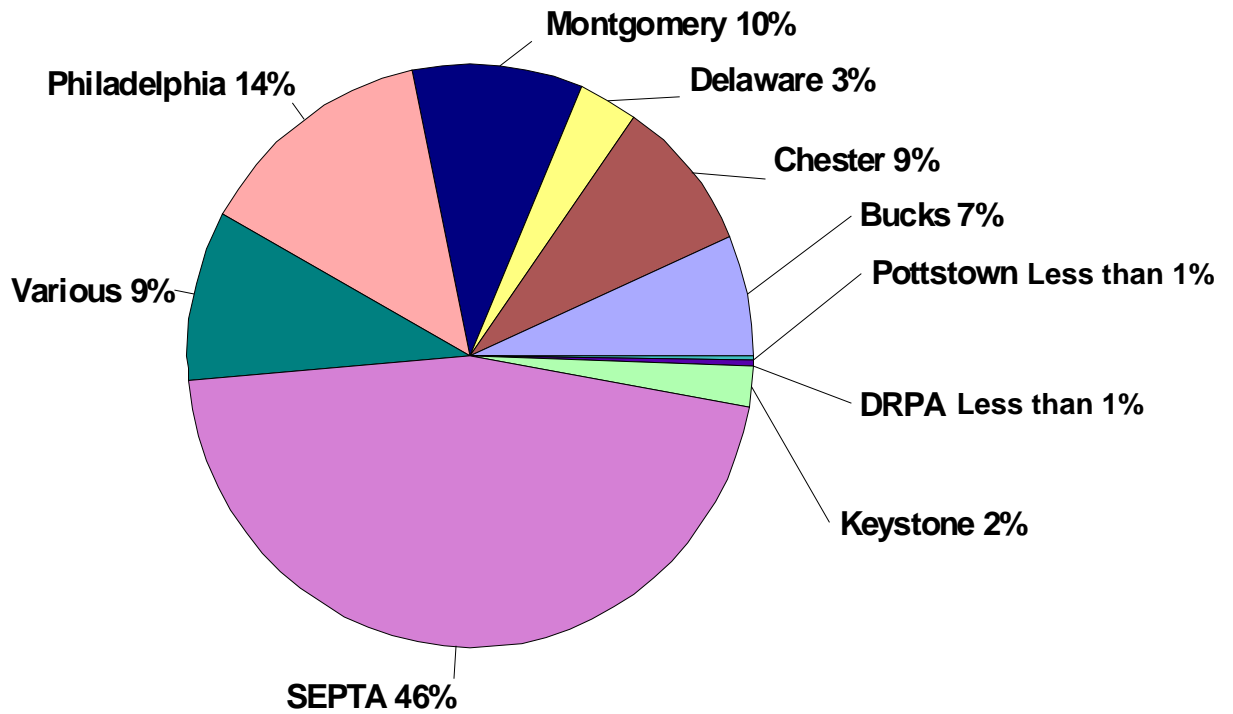
Pennsylvania Program Summary

The DVRPC FY2009 Transportation Improvement Program for Pennsylvania contains project maps, project descriptions, and the appendices for the Pennsylvania Subregion. The TIP for Pennsylvania contains over 497 projects, totaling over \$4 billion for the phases to be advanced over the next four years, averaging \$1 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the highway system and \$1.9 billion of transit projects for SEPTA, DRPA Pottstown Urban Transit, and the Keystone Service. These PA figures do not include 8 projects in the DVRPC region totaling over \$416 million dollars which are part of the new PA Statewide Interstate Management Program. The following figures summarize the program.

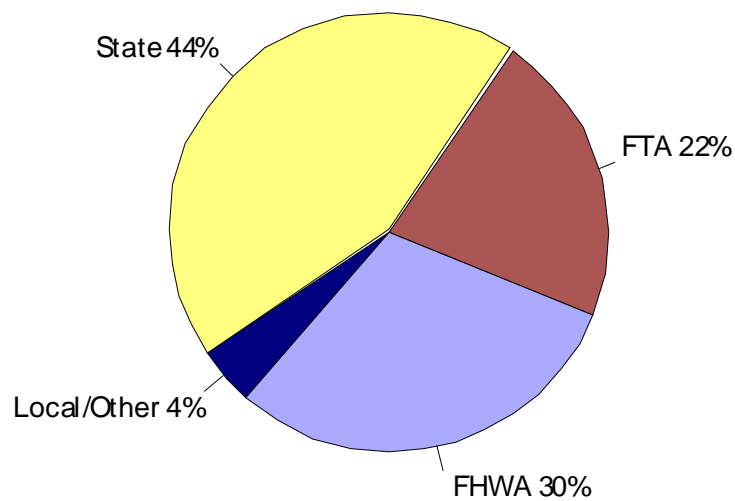
Figure 1: Cost Summary by County and Transit Operator in the Pennsylvania Subregion (\$ 000)					
	FY2009	FY2010	FY2011	FY2012	Total
Highway Program					
Bucks	\$80,977	\$65,951	\$60,751	\$60,710	\$268,389
Chester	\$73,593	\$78,012	\$102,137	\$98,427	\$352,169
Delaware	\$41,594	\$53,289	\$26,810	\$14,999	\$136,692
Montgomery	\$102,200	\$96,464	\$111,612	\$76,929	\$387,205
Philadelphia	\$173,380	\$129,524	\$133,638	\$110,115	\$546,657
Various	\$78,997	\$66,333	\$96,768	\$137,061	\$379,159
Subtotal	\$550,741	\$489,573	\$531,716	\$498,241	\$2,070,271
Total Cost - 4-Year Highway Program					\$2,070,271
Transit Program					
Keystone Service	\$13,767	\$21,767	\$20,767	\$26,767	\$83,068
Pottstown	\$1,838	\$1,838	\$1,838	\$1,838	\$7,352
SEPTA	\$441,455	\$465,685	\$472,199	\$471,073	\$1,850,412
DRPA	\$11,513				\$11,513
Subtotal	\$468,573	\$489,290	\$494,804	\$499,678	\$1,952,345
Total Cost - 4-Year Transit Program					\$1,952,345
Grand Total Cost - 4-Year Highway and Transit Program					\$4,022,616

**Figure 2:
Cost Summary for the Pennsylvania Subregion**

By County and Operator



By Funding Source



DVRPC FY 2009-2012 TIP for PA

Costs by TIP Funding Category

TIP FUND	2009	2010	2011	2012	2009-2012	Later FYs
Program: Highway						
115	400	0	0	0	400	0
576	610	0	0	0	610	0
ACT44	79,896	79,896	82,074	84,304	326,170	81,095
ACT44-DS	12,889	6,090	19,148	32,000	70,127	0
BND	25,576	23,445	21,313	19,182	89,516	5,897
BRIDGE	59,050	61,798	66,394	66,335	253,577	159,790
B-STATE	30,664	30,890	31,737	30,566	123,857	76,909
CMAQ	57,312	58,922	60,596	62,338	239,168	52,919
DEMO	47,727	21,962	18,183	4,210	92,082	24,410
ECON	9,500	5,500	0	0	15,000	0
HSIP	9,860	10,244	10,653	11,079	41,836	0
H-STATE	38,921	39,286	38,599	37,890	154,696	369,050
H-TE	6,719	6,066	6,309	6,561	25,655	0
HWY	75,415	79,606	81,919	85,424	322,364	1,467,648
LOCAL	21,060	16,512	13,036	8,859	59,467	66,451
OTHER	8	40	0	0	48	0
RAIL	1,031	1,072	1,115	1,160	4,378	0
S-MAINT	0	0	0	0	0	2,400
SPK-FB	2,439	1,000	4,000	0	7,439	0
SPK-FH	23,611	3,240	22,000	0	48,851	0
SPK-SB	0	500	1,000	0	1,500	0
SPK-SH	4,400	560	7,400	0	12,360	0
STU	42,255	42,944	45,702	47,531	178,432	225,999
TBD	0	0	0	0	0	1,032,300
TCSP	1,398	0	0	0	1,398	0
TOLL-MATCH	0	0	0	0	0	0
TPK	0	0	538	802	1,340	0
TOTAL	550,741	489,573	531,716	498,241	2,070,271	3,564,868
Program: Transit						
1514	61,999	107,000	109,673	112,419	391,091	244,965
1516	4,241	4,241	4,241	4,241	16,964	0
1517	24,737	24,709	24,691	24,691	98,828	45,000
5307	99,826	100,627	103,612	106,436	410,501	213,500
5309	111,595	101,044	103,941	106,929	423,509	305,000
5309-B	11,893	5,707	5,554	5,506	28,660	0
FLEX	3,380	0	0	0	3,380	0
FREE	42	42	42	42	168	0
JARC	2,741	2,741	2,741	2,741	10,964	0
LOCAL	31,828	27,540	24,743	20,947	105,058	39,016
PTAF	31,578	31,610	31,624	31,624	126,436	63,290
T-BOND	83,768	83,041	83,041	83,041	332,891	178,538
T-TE	945	988	901	1,061	3,895	1,061
TOTAL	468,573	489,290	494,804	499,678	1,952,345	1,090,370
GRAND TOTAL	1,019,314	978,863	1,026,520	997,919	4,022,616	4,655,238

Financial Constraint

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and their other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix A. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP.

Since the DVRPC FY 2009 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

You will also note that both the PA and NJ TIPs make information available for project costs which cannot be included in the 4 year constrained period of the TIP. It may be because projects will take several years until they reach the point of advancing to a particular phase such as construction. In any case, project costs that show in the PA TIP under "Later Fiscal Years" (LFY) or in the NJ TIP as "Out Year Costs" do not have identifiable funding as part of the 4 year constrained, federally required DVRPC TIP. The LFY and "Out Year" costs are noted to indicate a more accurate anticipated cost of a project. NJDOT has for the first time developed a 10 year capital program, attempting to identify realistic anticipated revenues over the 10 year horizon.

The Interstate Management Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP) was created to pro-actively address the maintenance and reconstruction of the state's aging interstate infrastructure. An average of \$490 million per year (FY 2009 - 2012) will be used statewide, funded by all Interstate Maintenance Funds as well as a portion of NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, so those funds have been removed from what has previously represented the region's share for fiscal constraint purposes. DVRPC has 8 projects in the region totaling over \$416 million that are included in the IMP. Those highway projects are listed separately from the standard PA highway program.

A new Pennsylvania revenue source called Act 44 was signed into law by the Pennsylvania Legislature in July 2007. The Act establishes an inflation sensitive, long-term funding stream to address Pennsylvania's transportation funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to

help fund the states 73 transit agencies. Pennsylvania has more structurally deficient bridges than any state in the nation and the revenue generated under Act 44 will allow the state to fix those bridges. DVRPC has over 54 projects in the region totaling over \$396 million that are funded by Act 44 funds.

Federal regulations also require transit operators which receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis which shows that the agency has stable and reliable revenue sources needed to meet future annual capital and operating and maintenance costs. The analysis covers the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any debt issued to finance the capital project; or 20 years.

For SEPTA, Certification of Financial Capacity is included in the annual list of certifications and assurances, under Category XII. SEPTA certifies to these Certifications and Assurances in TEAM each year. The Triennial Review includes FTA review of SEPTA's compliance in 23 different areas, including Financial. The draft report for the last Triennial Review for SEPTA, from the FTA dated August 26-28, 2008, found no deficiencies with FTA requirements for financial responsibilities. This documentation is on file at the transit operators, as well as with the FTA.

In addition, the complete SEPTA Financial Analysis is included in Appendix A as part of the Financial Guidance.

Project Maps and Listings

Project Maps

The maps on the following pages show the location of the projects included in the DVRPC FY 2009 TIP for Pennsylvania. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (MPMS#).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in MPMS# order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their MPMS reference number under the heading TIP Projects not Mapped.

The Internet version of the TIP, found on the DVRPC website at www.dvrpc.org, includes a new interactive method for displaying the maps and the project listings. Using Google maps as a base, projects can be located using either the street grid or aerial views.

Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit, and the Interstate Maintenance programs which are thoroughly explained in the following paragraphs.

A project index exists at the beginning of the document to assist in quickly locating a project within the document. The project index is arranged alphabetically by project title and includes the appropriate MPMS#, agency or county, program, and page number.

DVRPC Region Highway and Transit Projects

The project listings are grouped by county and transit operator. The first group includes highway projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, a listing of projects that apply to various counties, and transit projects for PennDOT, Pottstown Urban Transit, DRPA, and SEPTA.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code. To assist in quickly locating a project within the document,

each county or transit section begins with an index of projects arranged alphabetically by project title and includes the appropriate MPMS #.

Statewide Interstate Management Program

The Statewide Interstate Management Program (IMP) is a recent program which took effect in FY 2007. PennDOT and Planning Partners across the state agreed to become more proactive in maintaining our state's highway aging interstate infrastructure by effectively pooling highway fund resources to repair it. An average of \$490 million per year from the state's highway resources has been made available for this program. System preservation projects selected according to engineering criteria developed by PennDOT for roadway and bridges included in the IMP have been programmed centrally by PennDOT. DVRPC has over \$2 billion in funding needs for eligible projects in this program. Projects selected for funding as part of the IMP are listed in a separate project list following the traditional list for the highway program.

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds.

These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed - 2020 or 2030. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Figure 4 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects that have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled "NRS".

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC's Congestion Management Process (CMP) and are noted as such in the TIP description with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

Freight Corridor Initiative

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors, or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

Using the Web

The TIP can also be found on the DVRPC website where you can easily search through and/or review the current DVRPC TIPs for Pennsylvania and New Jersey. The web includes a new interactive method for displaying maps and project listings that allows you to view projects using Google's street or aerial views. To use the DVRPC TIP web page, log on to www.dvrpc.org and select Transportation, Capital Programming and then Transportation Improvement Program (TIP) or simply select TIP in the Quick Links.

Phase of Work

CAL (Capital Acquisition Lease) - Involves lease payments attributable to the acquisition, through financial leasing arrangements for various capital assets

CAP (Capital Asset Construction) - Involves construction of buildings, structures, equipment, or intellectual property.

CON (Construction) - Involves the actual building of a project.

DES (Final Design) - Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.

DS (Debt Service) - Involves scheduled payments due for principal and interest on bonds

EC (Engineering/Construction) - Funding can be used for both design and construction costs.

ER (Engineering/Right of Way) - Funding can be used for both design and right of way costs.

ERC (Engineering/Right-of-Way/Construction) - Funding can be used for design, right of way, and construction costs.

FD (Final Design) - The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.

PE (Preliminary Engineering) - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

PLS (Planning Study) - Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

PRD (Project Development) - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.

PUR (Purchase of Equipment) - Involves the purchasing of equipment.

ROW Right-of-Way Acquisition - Involves purchasing the land needed to build a project.

UTI (Utilities) - Utility relocation work associated with a project.

Federal Highway Funding Sources

BRIDGE (Federal Bridge Program) - Federal funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity.

DEMO (Demonstration Funds) - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

ECON - Special bond funding from the state Department of Economic Development.

EB (Equity Bonus Program) - Federal funding to states based on equity considerations.

HSIP (Highway Safety Improvement Program) - Federal funding for projects or strategies included in the State strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

IM (Interstate Maintenance) - Federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

NHS (National Highway System) - Federal funding for projects that improve and support the interstate highway system and other key highway links.

PL (Metropolitan Planning Funds - FHWA) - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

RHX (Rail Highway Grade Crossing) - Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

STP (Surface Transportation Program) - Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities.

STP-STU (Surface Transportation Program-Urban Allocation) - Federal funding previously made available under various smaller federal aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with population over \$200,000.

STP-TE (Surface Transportation Program-Transportation Enhancement Program) - Federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

State Highway Funding Sources

183 (Appropriation 183) State funding which can be applied to local bridge projects.

185 (Appropriation 185) State funding which can be applied to state bridge projects.

581 (Appropriation 581) State funding which can be applied to highway projects on the state highway system.

582 (Appropriation 582) State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations.

916 (Act 44) - State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.

BND (Bond Funds) - State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.

SPR (Planning and Research) - State funding for planning and research activities.

STATE (State Transportation Funds) - State funding from the Pennsylvania Transportation Trust Fund.

Other Funds

FERRY (Federal Ferry Funds) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the State.

TBD - To be determined

Federal Transit Funding Sources

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

DEMO (Demonstration Funds) - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

HPP10 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

HPP20 (High Priority Projects) - Special funding from congressional earmark provided under SAFETEA-LU.

JARC (Job Access and Reverse Commute Program) - Federal funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

NEW FREEDOM (FTA 5317 Formula Program) - Federal Transit Administration formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) to assist persons with disabilities.

PL-FTA (Metropolitan Planning Funds - FTA) - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

SPR-FTA (Planning and Research-FTA) - Federal funding for planning and research activities.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program funding for use on public transportation capital investments.

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309 D - 5309 Discretionary) or by apportionment under a formula. Capital Investment categories include Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs.

SEC 5310 (Elderly and Persons with Disabilities Program) - Federal Transit Administration formula funding provided to states for capital costs of providing services to elderly persons and persons with disabilities.

SEC 5311 (Nonurbanized Area Formula Program) - Federal Transit Administration formula funding provided to states for capital and operating assistance for rural and small urban programs.

SEC 5340-G (Growing States and High Density States Programs) - Federal Transit Administration formula funding. Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within 7 states identified in SAFETEA LU, including New Jersey.

T-TE (Transit - Transportation Enhancement Program) - Federal funding for historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

State Transit Funding Sources

CB (Capital Bonds) - State funding used to match federal grants and support State funded initiatives.

SEC 1514 (Act 44 - Asset Improvement Program) State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.

SEC 1515 (Act 44 - New Initiatives Program) State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.

SEC 1516 (Act 44 - Programs of Statewide Significance) State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.

SEC 1517 (Act 44 - Capital Improvement Program) State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.

STATE (State Transportation Funds) - State funding from the Pennsylvania Transportation Trust Fund.

Other Funds

FTA FERRY (Federal Ferry Funds-FTA) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the state.

FED OTHER (Federal Other) - Used to denote unanticipated allocations of federal funds, outside of the regular apportionment process, so the funding source is not known.

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to match State or Federal funds.

OTHER - Potential federal earmarks or unidentified nontraditional funds.

TBD - To be determined

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

**Pennsylvania
TIP Project Maps**

Indexes Listed in MPMS# Order



Delaware Valley Regional Planning Commission

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FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Bucks

12923 Bristol Road Extension
12955 Kellers Church Road Bridge
12965 Lawn Avenue
13166 Souderton Road Bridge
13167 Geigel Hill Road (Bridge)
13236 Butler Avenue Bridge
13240 Old Bethlehem Road (Bridge)
13248 Walnut Street (Bridge #13)
13296 Rickert Road (Bridge)
13337 PA 611, Easton Road (Bridge)
13338 County Line Road Bridge (Sec. BBR)
13340 Headquarters Rd.(Bridge)
13342 Delaware Rd. over Delaware Canal (Bridge)
13347 I-95 / PA Turnpike Interchange
13360 Bridgeton Hill Road (Bridge)
13440 Allentown Road and PA 663 (Bridge)
13477 Lower State Road (Bridge)
13549 US 1 (Bridges)
13576 PA 413, New Rodgers Road (Turn Lane)
13606 Hulmeville Avenue (Bridge)
13607 Upper Ridge Rd. (Bridge)
13609 US 202 (Turn lanes) E. State/ Mechanics. Rd
13635 Oxford Valley Road
13661 Jugtown Hill Road (Bridge)
13685 Church Hill Road (Bridge)
13716 Headquarters Road (Bridge)
13723 Saw Mill Road (Bridge)
13727 Bristol Road Intersection Improvements
13742 Hellertown Rd./Cooks Crossing (Bridge)
13745 US 13, Bristol Pike (Signals)
17918 I-95 Transit Improvements/FLEX
47131 PA 13 at PA Turnpike Safety Improve. (Interchange)
47392 Bristol Pike/Route 13, PA 413 to Levittown Parkway
47395 US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)
47396 US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)
47406 Aquetong Road (Bridge)
49315 Portzer Road Connector
50633 PA 263/Old York Road Concrete Rehab and Overlay
50634 County Line Rd. Restoration (3R)
50650 New Galena Rd. (Bridge)
57619 Route 313 Corridor
57623 County Line Rd. Widening
57624 Woodbourne Road and Lincoln Highway
57625 Route 232 Corridor and Intersection Improvements
57626 Trenton Road
57629 County Line Road Extension
57635 Quakertown Joint Closed Loop
57639 Newtown-Yardley Road
57641 Bridgetown Pike
61682 Old Route 13 Improvement Project
64779 County Line Road Widening
64780 Swamp Road Corridor
64781 Swamp Road Culvert at Penns Woods Road
65905 New Hope Cultural Canal Walk
65922 Ped/Bike Bridge, Route 13, East Coast Greenway
69824 Rabbit Run Canal Bridge

Bucks

69826 Steinburg Road (Bridge)
69827 Street Road (Bridge)
69912 River Road (Bridge)
70225 Maple Avenue
70226 South Main Street
71159 Ped/Bike Bridge, Route 13, East Coast Greenway
71912 Point Pleasant Pike - Betterment Project
72906 Afton Avenue Streetscape HTSSRS
72908 Broad and Main St. Streetscape Quakertown HTSSRS
72909 Destination Doylestown Phase II HTSSRS
74827 Delaware Canal Enhance
75793 Tyburn Rd Bridges (6)
77448 Lindenfield Ped. Bridge/Fairveiw Park Ped. Trail
77449 Route 13 Pedestrian Bridge-Tulleytown Bucks County
77455 Broad/Main/Front Streets Streetscape, Phase III
77456 Route 13 Redevelopment Project
77468 SR 413 -Langhorne Borough Streetscape, Phase I
77469 Doylestown Borough Safe Routes to School
78506 Irish Mtghouse/Deep Run
80056 Mill Road Bridge over Neshimany Creek
80100 Cold Spring Creamery/Burnt House Hill Rds Roundab

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Chester

13866 Lee's Bridge Road (Bridge)
13885 Hare's Hill Road Bridge
13910 White Horse Road Bridge
13945 US 202, PA 252 to US 30 (Sec. 300 Design)
14055 PA 162, Strasburg Rd. (Copes Bridge)
14134 West Bridge Street (Bridge)
14202 Landenberg Road (Bridge)
14203 Strasburg Road/Mortonville (Bridge)
14236 Little Washington Road Bridge
14251 Chandler Mill Road (Bridge)
14296 US 30, Lancaster Avenue
14327 PA 926 (Bridge)
14336 Pine Swamp Rd. (Bridge)
14337 Harmonyville Rd. Bridge II
14339 North Creek Road Bridge
14354 Chestnut Street (Bridge)
14484 PA 41 Study
14492 Pickering Road (Bridge #315)
14504 PA 52 Relocation
14515 PA 100
14532 US 30, Coatesville Downingtown Bypass
14541 US 1, Baltimore Pike
14580 US 1 Expressway Reconstruction
14581 US 1 Expressway Reconstruction
14587 Springton Rd. (Bridge)
14602 Fairview Road Bridge (Culvert)
14613 PA 41, Gap Newport Road
14653 State Street Bridge
14663 Chester Valley Trail
14680 Rapp's Dam Covered Bridge
14698 US 422, Berks Co. to Schuylkill River
14699 PA 113, Gay St. (Bridge)
15385 US 202 (Section 100 Design)(ES1)
47137 PA 41 at Zook Rd., and Bridge over Octoraro
47979 Paoli Transportation Center (Road Improvements)
47985 Fairview Road (Bridge)
57659 French Creek Parkway
57664 Newark Rd.
57679 State Rd. (Bridge)
57680 Union St. Bridge over W. Branch of Brandywine Crk.
57681 Sheeder Mill Rd. (Bridge #194)
57683 Old Gap-Newport Pike (Bridge)
57684 PA 82 Trail
59434 Schuylkill River Trail (Q20)
60687 Southern Chester County Rail Corridor Improvement
61885 Schuylkill River Trail
62863 PA 100 Vanguard Improvement
64220 US 422 Expressway/Chester County-M2B/M03
64222 US 422 Expressway/Chester and Montgomery M1A
64494 US 202, Swedesford Rd. - Rt. 29 (Sec. 320 MainIn)
64498 US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn)
64847 Springton Road (Bridge)
65613 US 202, Four Overhead Bridges (Sec. 311)
65901 Lincoln Highway Enhancement Plan
69645 East Reeceville Rd. (Bridge)
69647 US 322/Brandywine Creek Ave.(Bridge)

Chester

69910 Fairview Road (Bridge)
69911 Harmonyville Road (Bridge)
69916 Gap Newport Pike (PA 41) (Bridge)
69917 Gap Newport Pike (PA 41) (Bridge)
69918 Gap Newport Pike (PA 41) (Bridge)
69919 Lower Valley Road(PA 372) (Bridge)
70227 PA 29 Phase III
70240 US 30 Business
70241 Kennett Square Closed Loop Signal System
71193 PA Bicycle Route L Realignment & Safety
71195 Coatesville Train Station Rehabilitation
71196 SR 340 Sidewalk Connector Project
71197 Sadsburyville Village Enhancement Plan
71198 Park Road Trail
72910 Coatesville Third Avenue Train Station HTSSRS
72911 Phoenixville Streetscape HTSSRS
72912 West Grove Community Streetscape HTSSRS
77457 Church Street Streetscape Project
77458 Lincoln Highway Streetscapes Project
77459 Phoenixville Streetscape Project
77470 Operation Safe Kids - Phoenixville
77476 Kennett Pike Bikeway:
80049 Walker Road Bridge
80050 Pusey Mill Road Bridge
80060 Lndn Trct O/White Cly Cr
80101 PA 52 / Wawaset/Unionville Road South
83710 Boot Road Extension Bridge
84410 US 202 Section 300 CMP Commitments (Transit)

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Delaware

14767 US 30, Lancaster Ave.(Signals)
14891 Darby/Paoli Rd. (Bridge)
15008 Folcroft Avenue (Bridge)
15185 Old Forge Road (Bridge #209)
15188 Crum Creek Rd. (Bridge)
15225 Ardmore Ave. Bridge over SEPTAand Cobbs Creek
15251 US 1, Baltimore Pike
15281 Chester Pike Bridge (US 13)
15298 Township Line Road Bridge (US 1)
15299 Concord Road Bridge
15306 Sellers Avenue Bridge
15345 PA 252, Providence Rd.
15367 Baltimore Pike Bridge (US 1)
15396 US 13, 9th Street Bridge
15406 PA 452, Market Street (Bridge)
15438 Goshen Road
15468 Concord Road (Bridge), over Baldwin Run
15485 Naaman's Creek Rd. (3R)
47147 3rd Street , Broomall Lake Dam
47409 Rt. 291/Gov. Printz Blvd./Essington (Bridge)
47986 Chester Creek Bicycle/Pedestrian Trail
47992 New Rd. (Crozierville Bridge)
47993 7th St. (Bridge)
47994 US 13, Chester Pike/MacDade Blvd.
48168 Baltimore Pike Signal Project
50520 Sidewalks and Trail
57750 Baltimore Ave./Pike Signal Project
57757 Morton Ave.
57770 Grant Ave. (Bridge)
57772 Convent Rd. (Bridge)
57773 Lloyd St. (Bridge)
57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange
61695 Oakland Road Corridor Easement
64790 MacDade Boulevard
64791 PA 420 Kedron Avenue
64821 Gradyville Road (Bridge)
64843 Baltimore Pike Bridge (US 1)
65127 Chester Waterfront Development/ Streetscape
65911 Marcus Hook Streetscape
65914 Sharon Hill Train Station Rehabilitation
68027 U. Darby Twp.(Rt 1) Closed Loop Signal
69665 South Creek Road (Bridge)
69815 US 322, Environmental Mitigation
69816 US 322, US 1 to Featherbed Lane
69817 US 322, Featherbed Lane to I-95 (Cherry Tree Road
70219 291/East Coast Greenway
70228 MacDade Boulevard/I-476 Ramp
70229 West Chester Pike and Market Street
70245 Chester City Access Improvements II
71200 East Coast Greenway/Industrial Heritage Highway
71202 E. Coast Greenway/Chester Riverfront, Phase II
72913 Chester Commercial Business District HTSSRS
74799 Upper Darby Market St. Elevated Parking Facility
75800 College Avenue/Septa P & W
77085 Ruth Bennett House
77450 Lansdowne Gateway Park & Pedestrian/Bike Trail

Delaware

77460 Lincoln Avenue Renaissance Project
77471 Amtrak Footbridge -Rosemont and Hinckley Aves.
77472 Knowles Avenue Side Walk/Underpass Project
77473 Providence Road Pedestrian Project, Phase II
79329 Bridgewater Road Extension
80051 Rosemont Avenue over Darby Creek

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Montgomery

15698 Mill Road Bridge
15769 Limekiln Pike Bridge
15793 Salfordville Road (Bridge)
16085 PA 29 over Hosensack Creek (Bridge)
16086 PA 29 Gravel Pike (Bridge)
16097 Graterford Road Bridge
16098 Spring Mount Road (Bridge)
16099 Camp Road (Bridge)
16150 Tookany Parkway/Creek (Bridge)
16191 Elm Street (Bridge)
16194 High Street Bridge
16197 Greenwood Avenue (Bridge)
16211 I-76 Ramps Phase 3, Henderson/Gulph Rds.
Widening
16214 Old York Road (PA 611) (Bridge)
16216 Pennswood Road (Bridge)
16218 Stanbridge Street (Bridge)
16248 Union Avenue (Bridge)
16334 PA 73, Church Road
16376 Morris Road
16396 Church Rd. (Bridge) over Norristown High Speed Ln
16400 Arcola Road Bridge
16401 Freeman School Rd. (Bridge)
16408 Fruitville Rd. (Bridge #232)
16433 Pennsylvania Avenue
16438 PA 309 Connector Project-Phase I
16477 PA 309, Welsh Rd. to Highland Ave.
16479 PA 309, Cheltenham Ave. to Church Rd.
16484 Edgehill Road (Bridge)
16489 Old Betzwood Bridge
16490 PA 23 AT OLD BETZWOOD BRIDGE
16577 Ridge Pike, Butler Pike to Phila Line
16599 PA 320
16610 Ashmead Road Bridge
16652 Ridge Pike (Bridge)
16669 PA 363, TROOPER ROAD
16678 Fretz Rd. (Bridge)
16681 Mill Road Bridge
16688 PA 23, River Road
16699 Linfield Road (Bridge)
16703 Old Betzwood Bridge Bike/Ped Trail(C047)
16705 Chester Valley Trail Extension (C036)
16738 US 422 Expressway Section M1B
16741 Swamp Road at PA 663
48172 PA 23 Relocation at Allendale Rd. and Beidler Rd.
48173 Countywide Traffic Signal Improvement Project
48175 Ridge Pike, Norristown Boro to Butler Pike (Pha I)
48181 Fitzwatertown Rd.
48186 Pottstown Area Signal System Upgrade
48187 I-76 Ramps Phase 2 - Henderson/Gulph Road Widen
48418 Allentown Rd.
50364 US 202, Dekalb Pike, Section 610
50646 PA 63 - Rehab 2 Bridges
50671 Kutztown Road (Bridge)
57849 PA 29, Main St. (Bridge)
57851 Plank/Otts/Meyers/Seitz Rds.
57858 Lafayette St. Extension

Montgomery

57861 Pleasant View Rd.
57864 Cowpath Rd./Godshall Rd./Broad St.
59522 PA Tpk. NE Extension/Corridor Incident Traffic Mgt
61709 Pedestrian/Bicycle Promenade
63486 US 202, Johnson Hwy. to Twp. Line Rd. (61S)
63490 US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)
63491 US 202, Morris Rd. to PA 63 (Sec 65S)
63492 US 202, Swedesford Rd. to PA 309 (Section 65N)
63493 US 202, 5-Points Intersection (Sec. 71A)
63494 US 202 Sec 700 ITS
64017 Sumneytown Pike
64795 Rock Hill Rd./Belmont Ave.
64796 US 422 / PA 363 Interchange
64798 North Narberth Ave. (Bridge)
64811 PA 463 Horsham Rd.
64845 Terwood Road Bridge
65910 Ambler Streetscape / Station Landscaping
66986 US 422, Berks to Schuylkill River
68064 I-76 West Ramps Phase1- Henderson/Gulph Road
Widen
69799 PA 309 ITS Integration
70197 US 422 (New) Exwy Bridge Over Schuylkill River
71203 Flourtown-Erdenheim Community Gateways
71206 Collegeville Streetscape, TE
72974 Anderson Ave. Bridge/Underpass/Streetscape
HTSSRS
72977 Butler Pike Pedestrian Walkway Improvements
HTSSRS
72978 Norristown Main St. Streetscape Phase III HTSSRS
72992 Glenside Streetscape & Traffic Calming HTSSRS
72994 York Road (SR 263) Hatboro Revitalization HTSSRS
74803 Main Street in Lansdale Pedestrian Project
74804 Mill Street Improvement Project
74808 Old York Rd Street Imprv
74812 Susquehanna Road Bridge Reconstruction
74813 Ambler Pedestrian Sidewalk Improvements
74814 Upper Dublin Twp Street Improvement Project
74815 Upper Gwynedd Streetscape Improvements
74937 Whitemarsh Township Street Improvements
75764 SalfordSta/Mll Race&Perkio
77461 Broad Street Corridor Streetscape
77462 Collegeville Main Street Revitalization, Phase II
77463 Glenside Streetscape/Traffic Calming (Phase II)
77804 Huntingdon Pike Traffic Signal Upgrade
77805 Edge Hill Road Pedestrian and Road Improvements
78742 Lafayette Av O/Wssachickn
79863 Lafayette St- Ford Street to Conshohocken Rd.
79864 Lafayette St - Barbados St. to Ford St.
79928 Lafayette St./US 202 Dannehower Bridge Interchange
80021 US 202 - Markley St Improvements (Section 510)
80022 US 202 - Markley St. Improvements (Section 520)
80052 Feters Mill over Pennypack Circle
80053 Knight Road over Green Lane Reservoir
80479 I-476 Roadway Reconstruction/MidCounty Expswy
83643 Limekiln Pike o/SEPTA RR
83742 Keim St o/Schuylkill Riv
84076 Memorial Park Drive

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Philadelphia

16987 Passyunk Avenue (Signals)
17350 Henry Ave. Bridge over Wissahickon
17460 40th Street (Bridge)
17464 Holme Avenue (Bridge)
17581 Bells Mill Road
17622 Adams Avenue (Bridge)
17655 Center City Traffic Systems II
17657 Market Street Signal and Pedestrian Improvements
17659 Harbison Ave./Aramingo Ave.(C048)
17697 Island Ave. (Signals)
17724 South Street Bridges (3 Structures)
17782 I-95 & Aramingo Ave., Adams Ave. Connector
17784 JFK Boulevard Bridge
17815 Cottman Ave. (Bridge)
17816 Chestnut Street at 30th Street (Bridge)
17817 Henry Ave. Bridge over SEPTA
17821 I-95 Shackamaxon St. to Ann St. (GIR)
17829 52nd/Lancaster Ave. Enhancements
17832 30th Street Gateway
46956 North Delaware Ave. Extension
46958 Philadelphia Naval Shipyard Access
48193 Allen's Lane (Bridge)
48195 Tyson Ave. (Signals)
50522 Manayunk Rec. Path - Phase II/Fairmount Bikeway
56768 41st Street Bridge
57276 Montgomery Avenue (Bridge)
57278 Rising Sun Avenue (Bridge)
57893 Lehigh Ave. East (Signals)
57894 Stenton Ave. and Godfrey Ave. (Signals)
57897 Haverford Ave. (Signals)
57898 Lancaster Ave. (Signals)
57901 Lincoln Drive (3R)
57902 City Wide 3R Betterments
57904 PA 291, Platt Bridge
61712 N Del Riverfront Greenway/Heritage Trail - Sect 2
61714 Restoration of the Manayunk Canal
61717 Fairmount Water Works Dock
62694 Passyunk Avenue Drawbridge
62717 Lehigh Ave. West (Signals)
64806 34th Street (Signals)
64844 30th Street Ramp (Bridge) - 3 Structures
65915 Pennsylvania Ave. Improvements
68072 PATCO Directional Signage, Philadelphia
69664 Clarrissa Street (Bridge)
69828 Market Street (2 Structures)
69909 Willits Road (Bridge)
69913 Grays Ferry Ave. (Bridge)
69915 Roosevelt Expressway (Twin Bridge) Parapets
70014 Center City Signal Improvement Project, Phase 3
70231 Swanson Street
71209 East Falls Reconnects to River, Phase I
71210 West Bank Greenway/Philadelphia Zoo
72597 Ben Franklin Bridge Phila. Operational Improvement
72793 Market Street Bridge Enhancement
72999 El Centro de Oro Streetscape HTSSRS
73012 Frankford Ave. Improvement HTSSRS

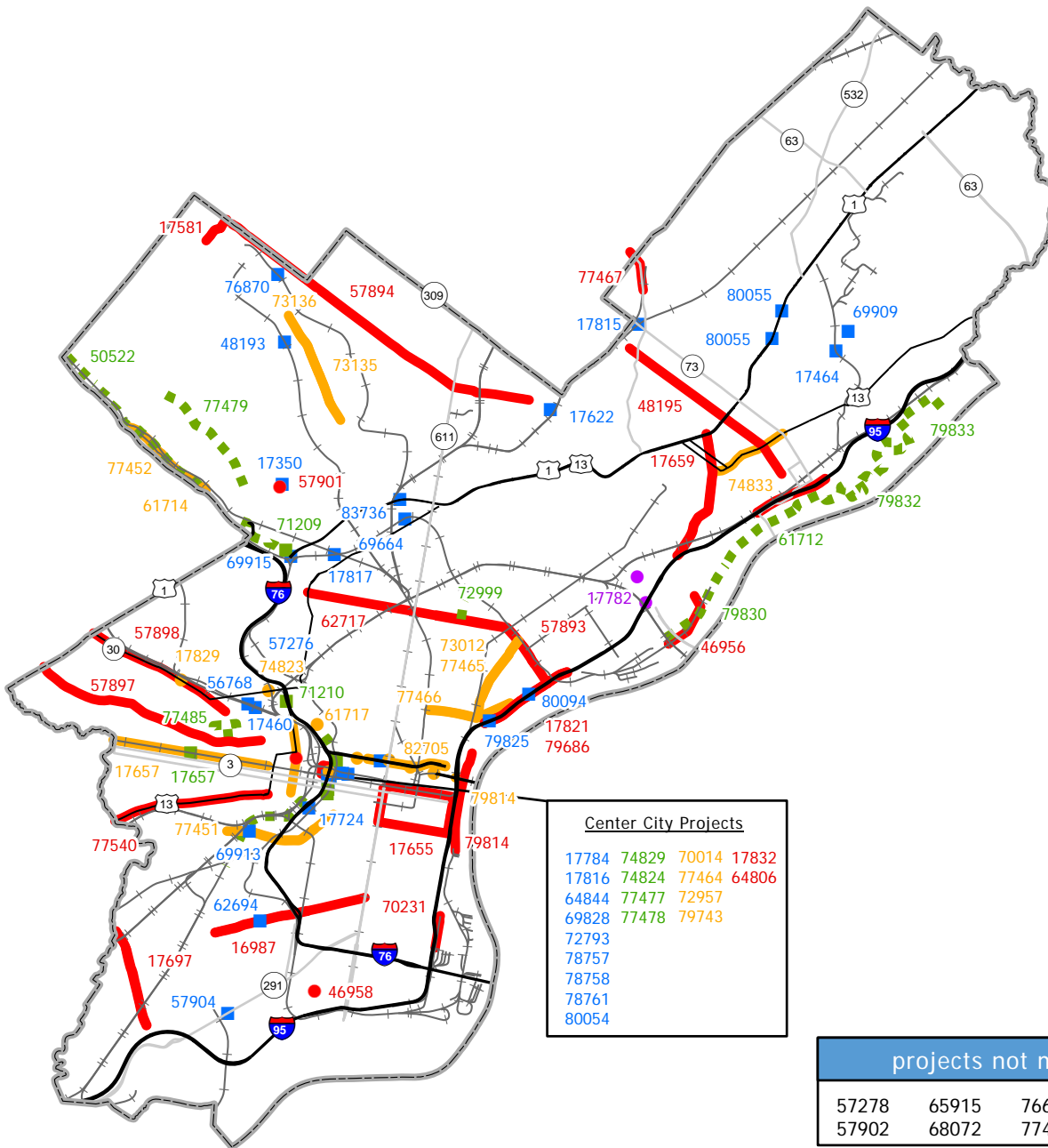
Philadelphia

73135 Germantown Ave. Streetscape HTSSRS
73136 Mt. Airy Main Street Streetscape HTSSRS
74823 Philadelphia Zoo Intermodal Transportation Center
74824 Walnut St Gateway Project
74828 American Cities/Safe Routes to School Phase 3
74829 Schuylkill River Park Rail Crossings
74833 Frankford Avenue-Mayfair
76644 I-76 Precast Parapets
76870 Willow Grove Avenue Bridge Over SEPTA R8
77451 Grays Ferry Avenue Streetscape
77452 Manayunk Canal Restoration
77454 Outdoor Advertising Control
77464 Chinatown Plaza Revitalization-10th & Vine Streets
77465 Frankford Avenue Improvement Plan
77466 Mid-East Girard Avenue Streetscape Project
77467 Fox Chase/Rockledge Streetscape, Phase III
77475 Philadelphia School Zone Safety Phase 2
77477 Schuylkill River Park & Trail-Phase IIIB-North
77478 Schuylkill Trails-Bicycle & Pedestrian Trail
77479 Roxborough Streetscape Improvements
77485 Mill Creek Safe Routes to School
77540 Baltimore Avenue Pedestrian Lighting
78757 JFK Blvd O/23rd St
78758 JFK Blvd O/22nd St
78761 JFK Blvd O/21st St
79686 I-95: Columbia - Ann (GR1)
79743 Logan Square, 20th Street Parkway
79825 I-95: Shckmxon - Columbia (GR2)
79830 North Delaware Riverfront Greenway project, Sec 1
79832 North Delaware Riverfront Greenway project, Sec 3
79833 North Delaware Riverfront Greenway project, Sec 4
80054 Vine St Expy (7) Brgs
80055 Roosevelt Blvd (2) Brgs
80094 Temp I-95 Off-Ramp (GR0)
82619 I-95 Bridge Repairs (MB1)
82705 I-676: 18th St. to I-95
83736 Rsvlt Blvd o/Wayne Junc

FY 2009 - 2012 Transportation Improvement Program

Highway Program

- Bridge Improvement
- Rail Station Improvement
- Roadway Improvement
- / - - - Bicycle/Pedestrian Improvement
- / — Improvement Area



Philadelphia County

Center City Projects

17784	74829	70014	17832
17816	74824	77464	64806
64844	77477	72957	
69828	77478	79743	
72793			
78757			
78758			
78761			
80054			

projects not mapped

57278	65915	76644	77475
57902	68072	77454	82619

0 1 2 3
Miles

Delaware Valley
Regional Planning Commission
October 2008

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

DRPA

74835 DRPA - Purchase/Rebuild PATCO Cars
79814 Penn's Landing Water Shuttle Ramp Infrastructure
80951 Cruise Terminal Intermodal Parking Facility
84470 Penn's Landing Ferry System

PennDOT

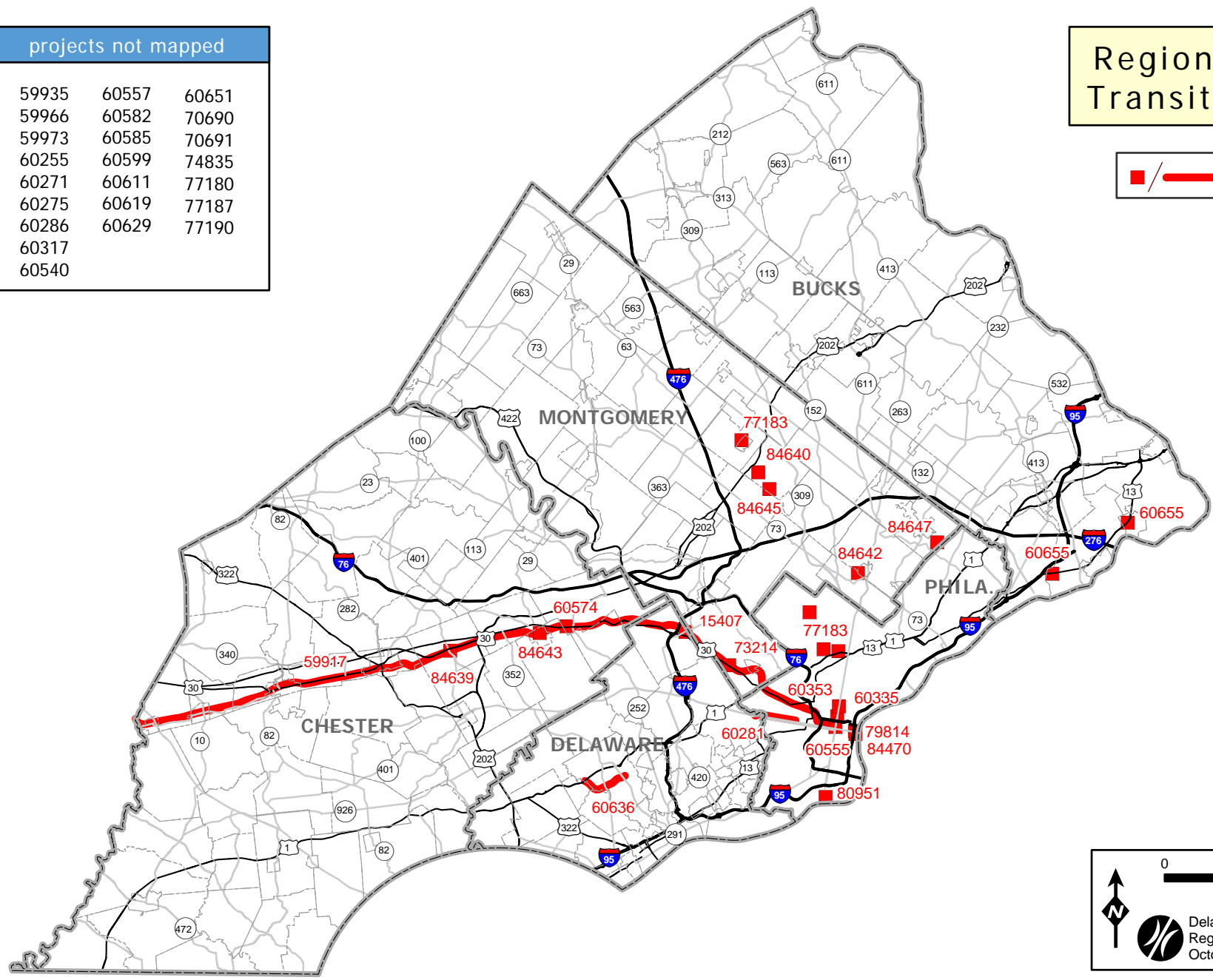
59917 Harrisburg/ SEPTA R5 Paoli Rail Line Improvements

FY 2009 - 2012 Transportation Improvement Program

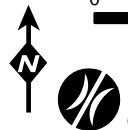
Regional Public Transit Program

 Transit Project

projects not mapped		
59935	60557	60651
59966	60582	70690
59973	60585	70691
60255	60599	74835
60271	60611	77180
60275	60619	77187
60286	60629	77190
60317		
60540		



0 4 8 12
Miles



Delaware Valley
Regional Planning Commission
October 2008

FY2009-2012 TIP Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

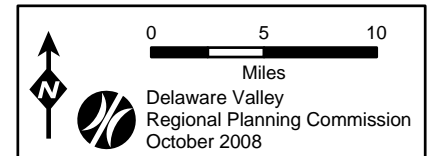
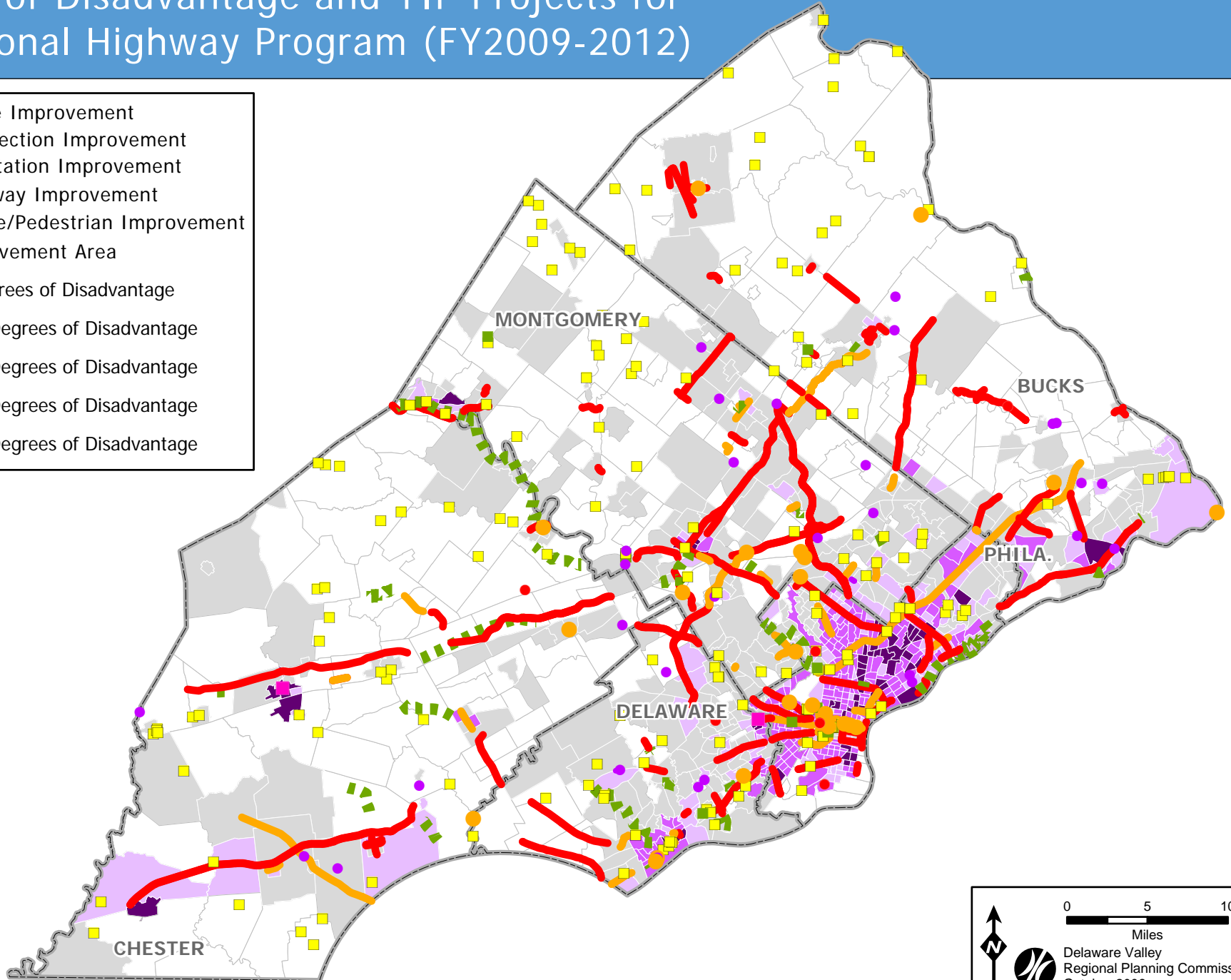
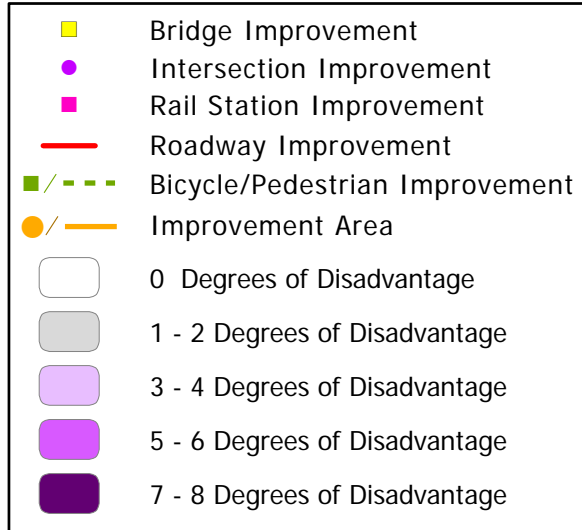
Pottstown

59935 Capital/Operating Assist., Pottstown Urban Transit


SEPTA


15407 Villanova Intermodal Station Accessibility
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program
60275 Debt Service
60281 Market St. Elevated Reconstruction Program
60286 SEPTA Bus Purchase Program
60317 Federal Preventive Maintenance
60335 City Hall and 15th Street Stations Rehabilitation
60540 Parking Expansion Program
60555 Broad Street Subway Station Improvements
60557 System Improvements
60574 Paoli Transportation Center
60582 Vehicle Overhaul Program
60585 Track, Signal, Catenary & Bridge Renewal (ISRP)
60599 Paratransit Vehicle Purchase
60611 Fare Collection System/New Payment Technologies
60619 Transit Enhancements
60629 Job Access and Reverse Commute (JARC)
60636 Elwyn to Wawa Rail Improvements
60651 Regional Rail Substation Imp. Program
60655 Intermodal Facility Improvements (B)
70690 Section 5309 Discretionary Bus Funds
70691 SMART Stations Program
73214 Ardmore Transit Center
77180 State of Good Repair
77183 Transit and Regional Rail Station Program
77187 Shops, Yards & Support Facilities Renewal (ISRP)
77190 Station and Loop Renewal (ISRP)
84639 Exton Station Parking Expansion
84640 Gwynedd Valley Station Parking
84642 Jenkintown Parking Garage
84643 Malvern Station and Pedestrian Tunnel Improvements
84645 Penllyn Station Parking Expansion
84647 Philmont Station Parking Expansion

Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2009-2012)





Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2009-2012)

 TIP Highway Program Project


 Census Tract Boundary


Tracts with 1 - 4 Degrees of Disadvantage

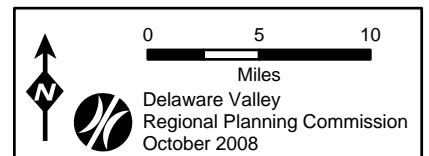
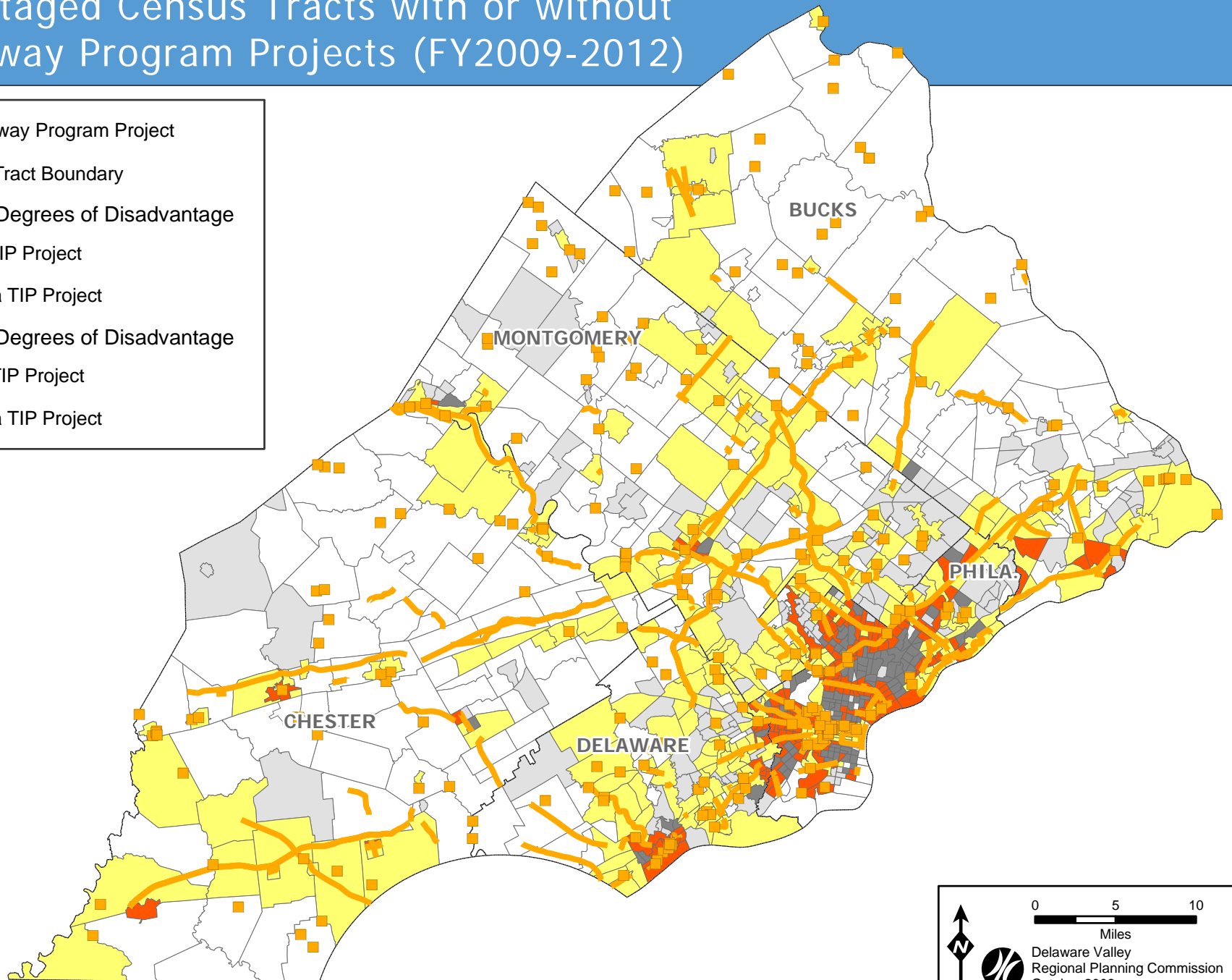
 Have a TIP Project

 Without a TIP Project

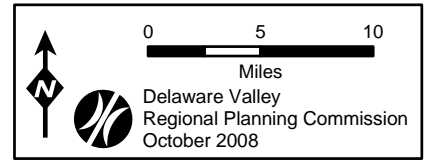
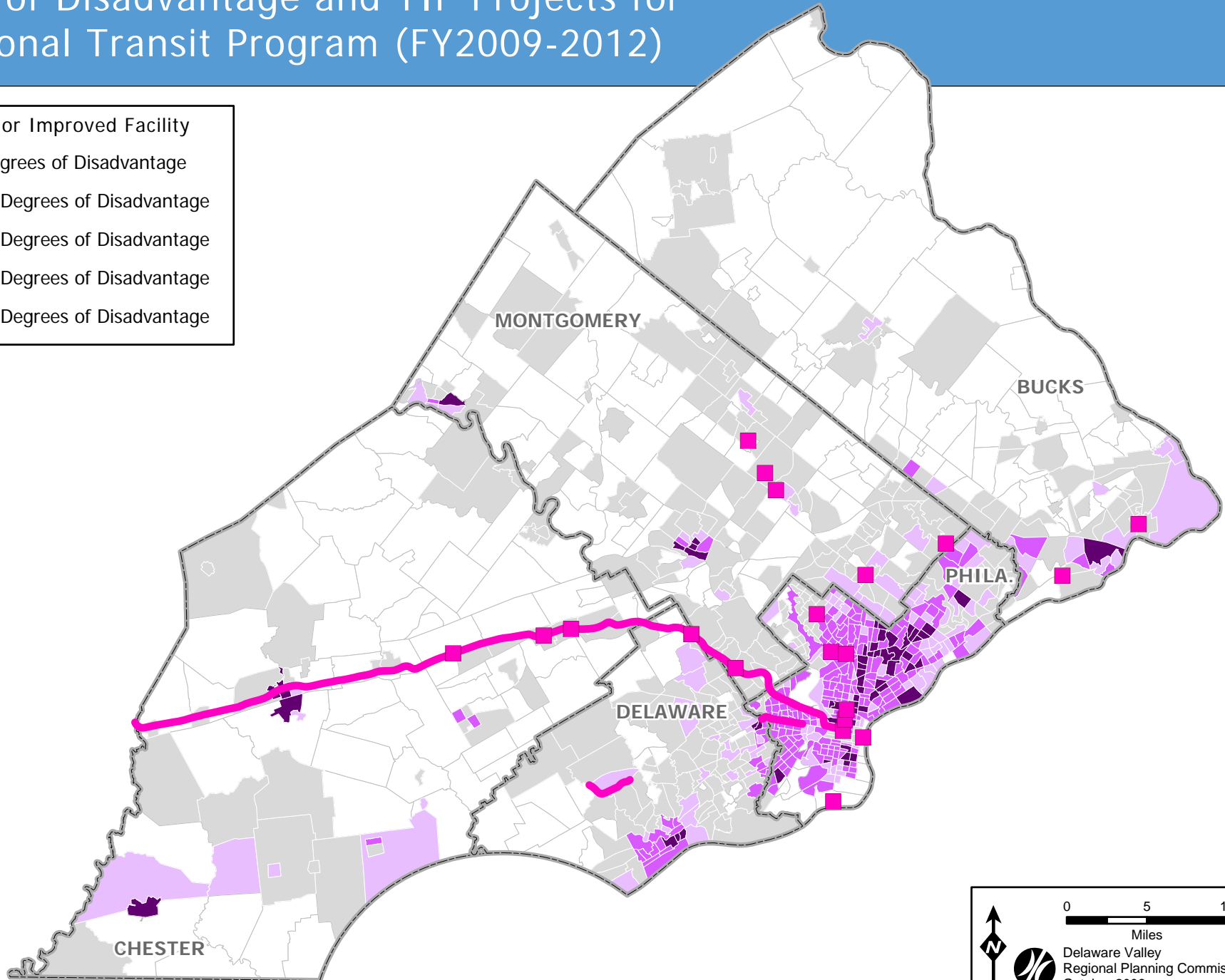
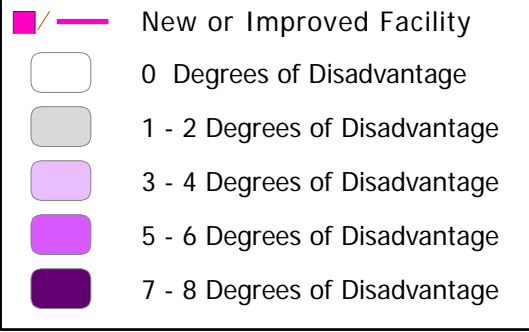
Tracts with 5 - 8 Degrees of Disadvantage

 Have a TIP Project


 Without a TIP Project




Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2009-2012)





Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2009-2012)

 TIP Highway Program Project


 Census Tract Boundary


Tracts with 1 - 4 Degrees of Disadvantage

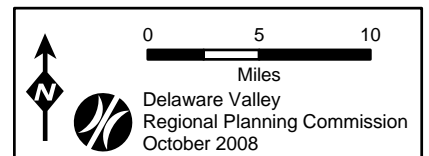
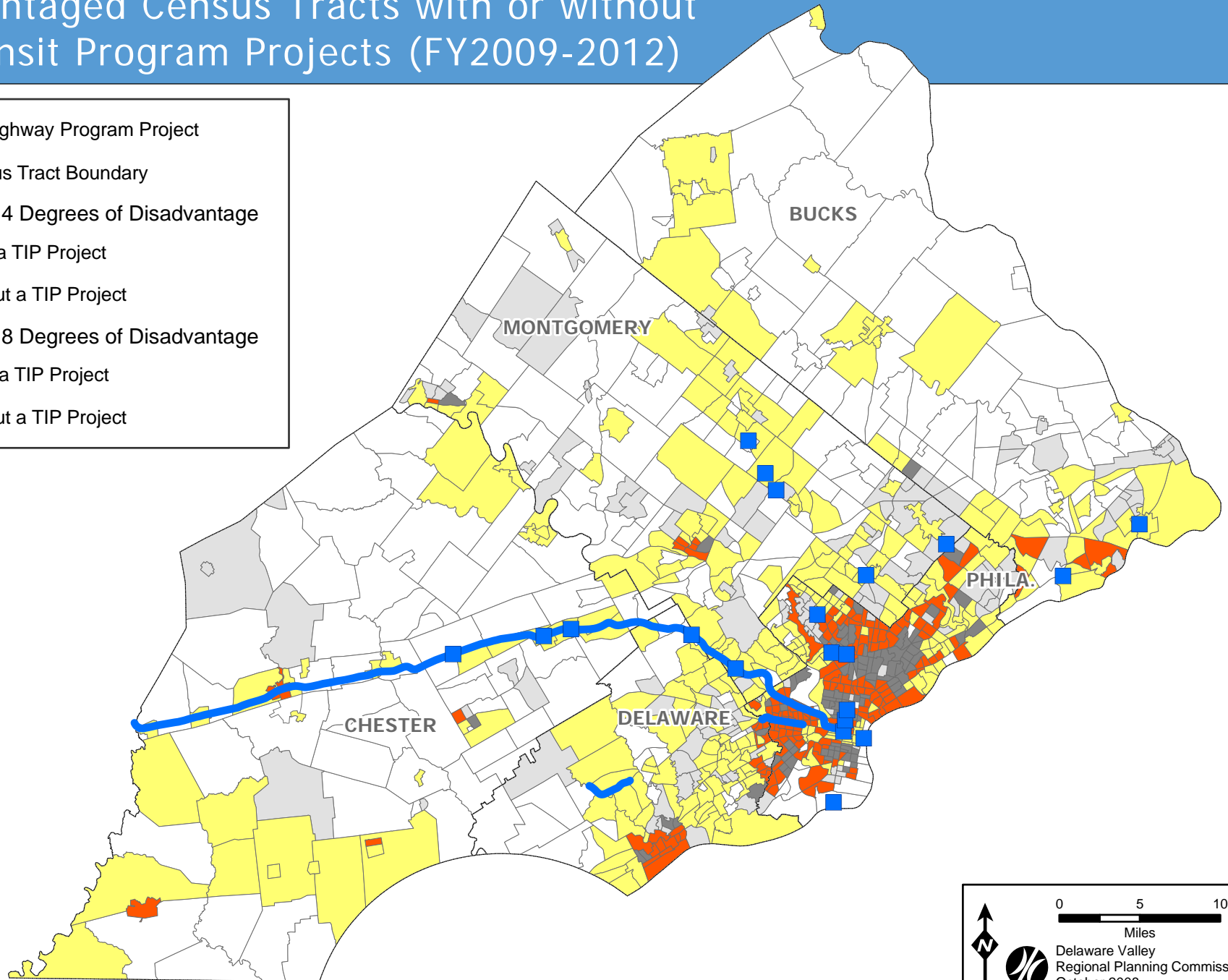
 Have a TIP Project

 Without a TIP Project

Tracts with 5 - 8 Degrees of Disadvantage

 Have a TIP Project

 Without a TIP Project



**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

**DVRPC
TIP Project Index**

Listed by Project Title



Delaware Valley Regional Planning Commission

DVRPC FY 2009 Transportation Improvement Program for Pennsylvania
Project Listing and Index (Listed by project title)

Highway, Transit, and Interstate Management Programs

MPMS	County/Agency	Project Title	Program	Page
70219	Delaware	291/East Coast Greenway	Highway	121
17832	Philadelphia	30th Street Gateway	Highway	210
64844	Philadelphia	30th Street Ramp (Bridge) - 3 Structures	Highway	223
64806	Philadelphia	34th Street (Signals)	Highway	222
47147	Delaware	3rd Street , Broomall Lake Dam	Highway	104
17460	Philadelphia	40th Street (Bridge)	Highway	200
56768	Philadelphia	41st Street Bridge	Highway	214
17829	Philadelphia	52nd/Lancaster Ave. Enhancements	Highway	210
47993	Delaware	7th St. (Bridge)	Highway	106
82395	Various	ACT 44 Line Item	Highway	270
83743	Various	ADA Ramps Line Item 2008	Highway	271
17622	Philadelphia	Adams Avenue (Bridge)	Highway	201
72906	Bucks	Afton Avenue Streetscape HTSSRS	Highway	41
48193	Philadelphia	Allen's Lane (Bridge)	Highway	213
48418	Montgomery	Allentown Rd.	Highway	159
13440	Bucks	Allentown Road and PA 663 (Bridge)	Highway	10
74813	Montgomery	Ambler Pedestrian Sidewalk Improvements	Highway	183
65910	Montgomery	Ambler Streetscape / Station Landscaping	Highway	174
74828	Philadelphia	American Cities/Safe Routes to School Phase 3	Highway	236
77471	Delaware	Amtrak Footbridge -Rosemont and Hinckley Aves.	Highway	127
72974	Montgomery	Anderson Ave. Bridge/Underpass/Streetscape HTSSRS	Highway	179
47406	Bucks	Aquetong Road (Bridge)	Highway	25
16400	Montgomery	Arcola Road Bridge	Highway	141
15225	Delaware	Ardmore Ave. Bridge over SEPTAand Cobbs Creek	Highway	97
73214	SEPTA	Ardmore Transit Center	Transit	304
16610	Montgomery	Ashmead Road Bridge	Highway	149
57750	Delaware	Baltimore Ave./Pike Signal Project	Highway	108
77540	Philadelphia	Baltimore Avenue Pedestrian Lighting	Highway	244
15367	Delaware	Baltimore Pike Bridge (US 1)	Highway	101
64843	Delaware	Baltimore Pike Bridge (US 1)	Highway	115
48168	Delaware	Baltimore Pike Signal Project	Highway	107
17581	Philadelphia	Bells Mill Road	Highway	201
72597	Philadelphia	Ben Franklin Bridge Phila. Operational Improvement	Highway	231
83710	Chester	Boot Road Extension Bridge	Highway	93
79929	Various	Bridge Reserve Line Item	Highway	269
13360	Bucks	Bridgeton Hill Road (Bridge)	Highway	10
57641	Bucks	Bridgetown Pike	Highway	32
79329	Delaware	Bridgewater Road Extension	Highway	128
47392	Bucks	Bristol Pike/Route 13, PA 413 to Levittown Parkway	Highway	22
12923	Bucks	Bristol Road Extension	Highway	1
13727	Bucks	Bristol Road Intersection Improvements	Highway	19
72908	Bucks	Broad and Main St. Streetscape Quakertown HTSSRS	Highway	41
77461	Montgomery	Broad Street Corridor Streetscape	Highway	186
60555	SEPTA	Broad Street Subway Station Improvements	Transit	290
77455	Bucks	Broad/Main/Front Streets Streetscape, Phase III	Highway	44
13236	Bucks	Butler Avenue Bridge	Highway	4
72977	Montgomery	Butler Pike Pedestrian Walkway Improvements HTSSRS	Highway	179
16099	Montgomery	Camp Road (Bridge)	Highway	133
59966	SEPTA	Capital Asset Lease Program	Transit	280
59935	Pottstown	Capital/Operating Assist., Pottstown Urban Transit	Transit	278
70014	Philadelphia	Center City Signal Improvement Project, Phase 3	Highway	229
17655	Philadelphia	Center City Traffic Systems II	Highway	202

MPMS	County/Agency	Project Title	Program	Page
14251	Chester	Chandler Mill Road (Bridge)	Highway	53
70245	Delaware	Chester City Access Improvements II	Highway	122
72913	Delaware	Chester Commercial Business District HTSSRS	Highway	124
47986	Delaware	Chester Creek Bicycle/Pedestrian Trail	Highway	105
15281	Delaware	Chester Pike Bridge (US 13)	Highway	98
14663	Chester	Chester Valley Trail	Highway	63
16705	Montgomery	Chester Valley Trail Extension (C036)	Highway	153
65127	Delaware	Chester Waterfront Development/ Streetscape	Highway	115
14354	Chester	Chestnut Street (Bridge)	Highway	56
17816	Philadelphia	Chestnut Street at 30th Street (Bridge)	Highway	207
77464	Philadelphia	Chinatown Plaza Revitalization-10th & Vine Streets	Highway	240
13685	Bucks	Church Hill Road (Bridge)	Highway	17
16396	Montgomery	Church Rd. (Bridge) over Norristown High Speed Ln	Highway	140
77457	Chester	Church Street Streetscape Project	Highway	89
60335	SEPTA	City Hall and 15th Street Stations Rehabilitation	Transit	288
57902	Philadelphia	City Wide 3R Betterments	Highway	218
69664	Philadelphia	Clarrissa Street (Bridge)	Highway	225
66461	Various	CMAQ Project Engineering / Management	Highway	264
84318	Various	CMAQ Reserve Line Item	Highway	271
72910	Chester	Coatesville Third Avenue Train Station HTSSRS	Highway	87
71195	Chester	Coatesville Train Station Rehabilitation	Highway	85
80100	Bucks	Cold Spring Creamery/Burnt House Hill Rds Roundabt	Highway	47
75800	Delaware	College Avenue/Septa P & W	Highway	125
77462	Montgomery	Collegeville Main Street Revitalization, Phase II	Highway	186
71206	Montgomery	Collegeville Streetscape, TE	Highway	178
15468	Delaware	Concord Road (Bridge), over Baldwin Run	Highway	103
15299	Delaware	Concord Road Bridge	Highway	99
57772	Delaware	Convent Rd. (Bridge)	Highway	109
17815	Philadelphia	Cottman Ave. (Bridge)	Highway	206
79683	Philadelphia	Cottman-Princeton Local St Ramp (CP1)	Interstate Management	321
50634	Bucks	County Line Rd. Restoration (3R)	Highway	26
57623	Bucks	County Line Rd. Widening	Highway	28
13338	Bucks	County Line Road Bridge (Sec. BBR)	Highway	7
57629	Bucks	County Line Road Extension	Highway	30
64779	Bucks	County Line Road Widening	Highway	34
48173	Montgomery	Countywide Traffic Signal Improvement Project	Highway	156
57864	Montgomery	Cowpath Rd./Godshall Rd./Broad St.	Highway	164
80951	DRPA	Cruise Terminal Intermodal Parking Facility	Transit	274
15188	Delaware	Crum Creek Rd. (Bridge)	Highway	97
48197	Various	CSX Trenton Line	Highway	258
14891	Delaware	Darby/Paoli Rd. (Bridge)	Highway	95
60275	SEPTA	Debt Service	Transit	284
74827	Bucks	Delaware Canal Enhance	Highway	42
13342	Bucks	Delaware Rd. over Delaware Canal (Bridge)	Highway	8
72909	Bucks	Destination Doylestown Phase II HTSSRS	Highway	42
76175	Various	District Financial Constraint Bank	Highway	268
75854	Various	District Program Management Services "A"	Highway	267
75855	Various	District Program Management Services "B"	Highway	267
77469	Bucks	Doylestown Borough Safe Routes to School	Highway	46
74835	DRPA	DRPA - Purchase/Rebuild PATCO Cars	Transit	273
48201	Various	DVRPC Competitive CMAQ Program	Highway	259
71202	Delaware	E. Coast Greenway/Chester Riverfront, Phase II	Highway	123
71200	Delaware	East Coast Greenway/Industrial Heritage Highway	Highway	123
71209	Philadelphia	East Falls Reconnects to River, Phase I	Highway	230
69645	Chester	East Reeceville Rd. (Bridge)	Highway	78
77805	Montgomery	Edge Hill Road Pedestrian and Road Improvements	Highway	188
16484	Montgomery	Edgehill Road (Bridge)	Highway	146
72999	Philadelphia	El Centro de Oro Streetscape HTSSRS	Highway	232

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16191	Montgomery	Elm Street (Bridge)	Highway	134
60636	SEPTA	Elwyn to Wawa Rail Improvements	Transit	299
69801	Various	Expressway Service Patrol Expansion	Highway	265
84639	SEPTA	Exton Station Parking Expansion	Transit	310
61717	Philadelphia	Fairmount Water Works Dock	Highway	220
47985	Chester	Fairview Road (Bridge)	Highway	67
69910	Chester	Fairview Road (Bridge)	Highway	79
14602	Chester	Fairview Road Bridge (Culvert)	Highway	61
60611	SEPTA	Fare Collection System/New Payment Technologies	Transit	296
60317	SEPTA	Federal Preventive Maintenance	Transit	287
80052	Montgomery	Fettters Mill over Pennypack Circle	Highway	194
48181	Montgomery	Fitzwatertown Rd.	Highway	157
71203	Montgomery	Flourtown-Erdenheim Community Gateways	Highway	178
15008	Delaware	Folcroft Avenue (Bridge)	Highway	96
77467	Philadelphia	Fox Chase/Rockledge Streetscape, Phase III	Highway	241
73012	Philadelphia	Frankford Ave. Improvement HTSSRS	Highway	233
77465	Philadelphia	Frankford Avenue Improvement Plan	Highway	240
74833	Philadelphia	Frankford Avenue-Mayfair	Highway	237
16401	Montgomery	Freeman School Rd. (Bridge)	Highway	141
57659	Chester	French Creek Parkway	Highway	68
16678	Montgomery	Fretz Rd. (Bridge)	Highway	150
16408	Montgomery	Fruitville Rd. (Bridge #232)	Highway	142
69918	Chester	Gap Newport Pike (PA 41) (Bridge)	Highway	81
69916	Chester	Gap Newport Pike (PA 41) (Bridge)	Highway	80
69917	Chester	Gap Newport Pike (PA 41) (Bridge)	Highway	81
13167	Bucks	Geigel Hill Road (Bridge)	Highway	3
73135	Philadelphia	Germantown Ave. Streetscape HTSSRS	Highway	233
72992	Montgomery	Glenside Streetscape & Traffic Calming HTSSRS	Highway	180
77463	Montgomery	Glenside Streetscape/Traffic Calming (Phase II)	Highway	187
15438	Delaware	Goshen Road	Highway	102
64821	Delaware	Gradyville Road (Bridge)	Highway	114
57770	Delaware	Grant Ave. (Bridge)	Highway	109
16097	Montgomery	Graterford Road Bridge	Highway	132
69913	Philadelphia	Grays Ferry Ave. (Bridge)	Highway	228
77451	Philadelphia	Grays Ferry Avenue Streetscape	Highway	238
16197	Montgomery	Greenwood Avenue (Bridge)	Highway	135
84640	SEPTA	Gwynedd Valley Station Parking	Transit	311
17659	Philadelphia	Harbison Ave./Aramingo Ave.(C048)	Highway	203
13885	Chester	Hare's Hill Road Bridge	Highway	49
14337	Chester	Harmonyville Rd. Bridge II	Highway	55
69911	Chester	Harmonyville Road (Bridge)	Highway	80
59917	PennDOT	Harrisburg/ SEPTA R5 Paoli Rail Line Improvements	Transit	276
57897	Philadelphia	Haverford Ave. (Signals)	Highway	217
13340	Bucks	Headquarters Rd.(Bridge)	Highway	8
13716	Bucks	Headquarters Road (Bridge)	Highway	18
13742	Bucks	Hellertown Rd./Cooks Crossing (Bridge)	Highway	20
17817	Philadelphia	Henry Ave. Bridge over SEPTA	Highway	208
17350	Philadelphia	Henry Ave. Bridge over Wissahickon	Highway	199
16194	Montgomery	High Street Bridge	Highway	135
79927	Various	Highway Reserve District-Wide Line Item	Highway	268
64984	Various	Highway Transportation Enhancements	Highway	262
17464	Philadelphia	Holme Avenue (Bridge)	Highway	200
13606	Bucks	Hulmeville Avenue (Bridge)	Highway	14
77804	Montgomery	Huntingdon Pike Traffic Signal Upgrade	Highway	187
16737	Montgomery	I-476 Reconstruction, Chemical Rd. to I-76 (RES)	Interstate Management	317
80479	Montgomery	I-476 Roadway Reconstruction/MidCounty Expwy	Highway	196
82705	Philadelphia	I-676: 18th St. to I-95	Highway	253
50931	Philadelphia	I-76 / US 1 (Bridges) (Sec. GUS)	Interstate Management	320

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48187	Montgomery	I-76 Ramps Phase 2 - Henderson/Gulph Road Widening	Highway	158
16211	Montgomery	I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening	Highway	136
80093	Various	I-76 Regional Travel Info	Highway	270
68064	Montgomery	I-76 West Ramps Phase1- Henderson/Gulph Road Widen	Highway	176
17782	Philadelphia	I-95 & Aramingo Ave., Adams Ave. Connector	Highway	205
13347	Bucks	I-95 / PA Turnpike Interchange	Highway	9
84226	Various	I-95 Bridge Interstate Line Item	Interstate Management	323
82619	Philadelphia	I-95 Bridge Repairs (MB1)	Highway	253
17821	Philadelphia	I-95 Shackamaxon St. to Ann St. (GIR)	Highway	209
17918	Bucks	I-95 Transit Improvements/FLEX	Highway	21
47812	Philadelphia	I-95, Betsy Ross Interchange (BRI)	Interstate Management	319
80014	Philadelphia	I-95, Utility Relocation & Surface Sts (CPU)	Interstate Management	322
79686	Philadelphia	I-95: Columbia - Ann (GR1)	Highway	246
79825	Philadelphia	I-95: Shckmxon - Columbia (GR2)	Highway	247
72738	Various	Intelligent Trans. Systems (ITS) Including RIMIS	Highway	266
60655	SEPTA	Intermodal Facility Improvements (B)	Transit	301
78506	Bucks	Irish Mtghouse/Deep Run	Highway	46
17697	Philadelphia	Island Ave. (Signals)	Highway	204
84642	SEPTA	Jenkintown Parking Garage	Transit	312
78761	Philadelphia	JFK Blvd O/21st St	Highway	245
78758	Philadelphia	JFK Blvd O/22nd St	Highway	245
78757	Philadelphia	JFK Blvd O/23rd St	Highway	245
17784	Philadelphia	JFK Boulevard Bridge	Highway	205
60629	SEPTA	Job Access and Reverse Commute (JARC)	Transit	298
13661	Bucks	Jugtwn Hill Road (Bridge)	Highway	17
83742	Montgomery	Keim St o/Schuylkl Riv	Highway	197
12955	Bucks	Kellers Church Road Bridge	Highway	2
77476	Chester	Kennett Pike Bikeway:	Highway	91
70241	Chester	Kennett Square Closed Loop Signal System	Highway	84
80053	Montgomery	Knight Road over Green Lane Reservoir	Highway	195
77472	Delaware	Knowles Avenue Side Walk/Underpass Project	Highway	127
50671	Montgomery	Kutztown Road (Bridge)	Highway	160
78742	Montgomery	Lafayette Av O/Wssachickn	Highway	188
79864	Montgomery	Lafayette St - Barbados St. to Ford St.	Highway	190
79863	Montgomery	Lafayette St- Ford Street to Conshohocken Rd.	Highway	189
57858	Montgomery	Lafayette St. Extension	Highway	162
79928	Montgomery	Lafayette St./US 202 Dannehower Bridge Interchange	Highway	191
57898	Philadelphia	Lancaster Ave. (Signals)	Highway	217
14202	Chester	Landenberg Road (Bridge)	Highway	51
77450	Delaware	Lansdowne Gateway Park & Pedestrian/Bike Trail	Highway	126
12965	Bucks	Lawn Avenue	Highway	2
13866	Chester	Lee's Bridge Road (Bridge)	Highway	48
57893	Philadelphia	Lehigh Ave. East (Signals)	Highway	216
62717	Philadelphia	Lehigh Ave. West (Signals)	Highway	221
15769	Montgomery	Limekiln Pike Bridge	Highway	130
83643	Montgomery	Limekiln Pike o/SEPTA RR	Highway	196
77460	Delaware	Lincoln Avenue Renaissance Project	Highway	126
57901	Philadelphia	Lincoln Drive (3R)	Highway	218
65901	Chester	Lincoln Highway Enhancement Plan	Highway	78
77458	Chester	Lincoln Highway Streetscapes Project	Highway	89
77448	Bucks	Lindenfield Ped. Bridge/Fairveiw Park Ped. Trail	Highway	43
16699	Montgomery	Linfield Road (Bridge)	Highway	152
14236	Chester	Little Washington Road Bridge	Highway	52
57773	Delaware	Lloyd St. (Bridge)	Highway	110
80060	Chester	Lndn Trct O/White Cly Cr	Highway	92
79743	Philadelphia	Logan Square, 20th Street Parkway	Highway	247
13477	Bucks	Lower State Road (Bridge)	Highway	11

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70228	Delaware	MacDade Boulevard/I-476 Ramp	Highway	121
74803	Montgomery	Main Street in Lansdale Pedestrian Project	Highway	181
84643	SEPTA	Malvern Station and Pedestrian Tunnel Improvements	Transit	313
77452	Philadelphia	Manayunk Canal Restoration	Highway	239
50522	Philadelphia	Manayunk Rec. Path - Phase II/Fairmount Bikeway	Highway	214
70225	Bucks	Maple Avenue	Highway	39
65911	Delaware	Marcus Hook Streetscape	Highway	116
60281	SEPTA	Market St. Elevated Reconstruction Program	Transit	285
69828	Philadelphia	Market Street (2 Structures)	Highway	226
72793	Philadelphia	Market Street Bridge Enhancement	Highway	232
17657	Philadelphia	Market Street Signal and Pedestrian Improvements	Highway	202
84076	Montgomery	Memorial Park Drive	Highway	197
77466	Philadelphia	Mid-East Girard Avenue Streetscape Project	Highway	241
77485	Philadelphia	Mill Creek Safe Routes to School	Highway	244
15698	Montgomery	Mill Road Bridge	Highway	130
16681	Montgomery	Mill Road Bridge	Highway	151
80056	Bucks	Mill Road Bridge over Neshimany Creek	Highway	47
74804	Montgomery	Mill Street Improvement Project	Highway	182
17900	Various	Mobility Alternatives Program (MAP)	Highway	255
57276	Philadelphia	Montgomery Avenue (Bridge)	Highway	215
16376	Montgomery	Morris Road	Highway	140
57757	Delaware	Morton Ave.	Highway	108
73136	Philadelphia	Mt. Airy Main Street Streetscape HTSSRS	Highway	234
61712	Philadelphia	N Del Riverfront Greenway/Heritage Trail - Sect 2	Highway	219
15485	Delaware	Naaman's Creek Rd. (3R)	Highway	103
50650	Bucks	New Galena Rd. (Bridge)	Highway	27
65905	Bucks	New Hope Cultural Canal Walk	Highway	36
47992	Delaware	New Rd. (Crozierville Bridge)	Highway	105
57664	Chester	Newark Rd.	Highway	68
57639	Bucks	Newtown-Yardley Road	Highway	31
72978	Montgomery	Norristown Main St. Streetscape Phase III HTSSRS	Highway	180
14339	Chester	North Creek Road Bridge	Highway	55
46956	Philadelphia	North Delaware Ave. Extension	Highway	211
79830	Philadelphia	North Delaware Riverfront Greenway project, Sec 1	Highway	248
79832	Philadelphia	North Delaware Riverfront Greenway project, Sec 3	Highway	249
79833	Philadelphia	North Delaware Riverfront Greenway project, Sec 4	Highway	250
64798	Montgomery	North Narberth Ave. (Bridge)	Highway	173
61695	Delaware	Oakland Road Corridor Easement	Highway	112
13240	Bucks	Old Bethlehem Road (Bridge)	Highway	4
16489	Montgomery	Old Betzwood Bridge	Highway	147
16703	Montgomery	Old Betzwood Bridge Bike/Ped Trail(C047)	Highway	152
15185	Delaware	Old Forge Road (Bridge #209)	Highway	96
57683	Chester	Old Gap-Newport Pike (Bridge)	Highway	70
61682	Bucks	Old Route 13 Improvement Project	Highway	33
74808	Montgomery	Old York Rd Street Imprv	Highway	182
16214	Montgomery	Old York Road (PA 611) (Bridge)	Highway	136
77470	Chester	Operation Safe Kids - Phoenixville	Highway	90
77454	Philadelphia	Outdoor Advertising Control	Highway	239
13635	Bucks	Oxford Valley Road	Highway	16
17928	Various	Ozone Action Program	Highway	256
14515	Chester	PA 100	Highway	58
62863	Chester	PA 100 Vanguard Improvement	Highway	72
14699	Chester	PA 113, Gay St. (Bridge)	Highway	64
47131	Bucks	PA 13 at PA Turnpike Safety Improve. (Interchange)	Highway	21
14055	Chester	PA 162, Strasburg Rd. (Copes Bridge)	Highway	50
16490	Montgomery	PA 23 AT OLD BETZWOOD BRIDGE	Highway	147

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16688	Montgomery	PA 23, River Road	Highway	151
15345	Delaware	PA 252, Providence Rd.	Highway	100
50633	Bucks	PA 263/Old York Road Concrete Rehab and Overlay	Highway	26
16086	Montgomery	PA 29 Gravel Pike (Bridge)	Highway	132
16085	Montgomery	PA 29 over Hosensack Creek (Bridge)	Highway	131
70227	Chester	PA 29 Phase III	Highway	83
57849	Montgomery	PA 29, Main St. (Bridge)	Highway	161
57904	Philadelphia	PA 291, Platt Bridge	Highway	219
16438	Montgomery	PA 309 Connector Project-Phase I	Highway	144
69799	Montgomery	PA 309 ITS Integration	Highway	176
16479	Montgomery	PA 309, Cheltenham Ave. to Church Rd.	Highway	146
16477	Montgomery	PA 309, Welsh Rd. to Highland Ave.	Highway	145
16599	Montgomery	PA 320	Highway	148
16669	Montgomery	PA 363, TROOPER ROAD	Highway	150
47137	Chester	PA 41 at Zook Rd., and Bridge over Octoraro	Highway	66
14484	Chester	PA 41 Study	Highway	57
14613	Chester	PA 41, Gap Newport Road	Highway	62
13576	Bucks	PA 413, New Rodgers Road (Turn Lane)	Highway	13
64791	Delaware	PA 420 Kedron Avenue	Highway	114
15406	Delaware	PA 452, Market Street (Bridge)	Highway	102
64811	Montgomery	PA 463 Horsham Rd.	Highway	173
80101	Chester	PA 52 / Wawaset/Unionville Road South	Highway	93
14504	Chester	PA 52 Relocation	Highway	58
13337	Bucks	PA 611, Easton Road (Bridge)	Highway	6
50646	Montgomery	PA 63 - Rehab 2 Bridges	Highway	160
16334	Montgomery	PA 73, Church Road	Highway	139
57684	Chester	PA 82 Trail	Highway	70
14327	Chester	PA 926 (Bridge)	Highway	54
71193	Chester	PA Bicycle Route L Realignment & Safety	Highway	85
59522	Montgomery	PA Tpk. NE Extension/Corridor Incident Traffic Mgt	Highway	165
60574	SEPTA	Paoli Transportation Center	Transit	292
47979	Chester	Paoli Transportation Center (Road Improvements)	Highway	67
60599	SEPTA	Paratransit Vehicle Purchase	Transit	295
71198	Chester	Park Road Trail	Highway	87
60540	SEPTA	Parking Expansion Program	Transit	289
16987	Philadelphia	Passyunk Avenue (Signals)	Highway	198
62694	Philadelphia	Passyunk Avenue Drawbridge	Highway	221
68072	Philadelphia	PATCO Directional Signage, Philadelphia	Highway	224
65922	Bucks	Ped/Bike Bridge, Route 13, East Coast Greenway	Highway	36
71159	Bucks	Ped/Bike Bridge, Route 13, East Coast Greenway	Highway	40
61709	Montgomery	Pedestrian/Bicycle Promenade	Highway	165
84645	SEPTA	Penlynn Station Parking Expansion	Transit	313
84470	DRPA	Penn's Landing Ferry System	Transit	274
79814	DRPA	Penn's Landing Water Shuttle Ramp Infrastructure	Transit	273
16216	Montgomery	Pennswood Road (Bridge)	Highway	137
65915	Philadelphia	Pennsylvania Ave. Improvements	Highway	224
16433	Montgomery	Pennsylvania Avenue	Highway	143
73986	Various	Phila. Unemployment Project (PUP) Van Pool (JARC)	Highway	266
46958	Philadelphia	Philadelphia Naval Shipyard Access	Highway	212
77475	Philadelphia	Philadelphia School Zone Safety Phase 2	Highway	242
74823	Philadelphia	Philadelphia Zoo Intermodal Transportation Center	Highway	235
84647	SEPTA	Philmont Station Parking Expansion	Transit	314
72911	Chester	Phoenixville Streetscape HTSSRS	Highway	88
77459	Chester	Phoenixville Streetscape Project	Highway	90
14492	Chester	Pickering Road (Bridge #315)	Highway	57
14336	Chester	Pine Swamp Rd. (Bridge)	Highway	54
57851	Montgomery	Plank/Otts/Meyers/Seitz Rds.	Highway	161

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71912	Bucks	Point Pleasant Pike - Betterment Project	Highway	40
49315	Bucks	Portzer Road Connector	Highway	25
48186	Montgomery	Pottstown Area Signal System Upgrade	Highway	158
77473	Delaware	Providence Road Pedestrian Project, Phase II	Highway	128
80050	Chester	Pusey Mill Road Bridge	Highway	92
57635	Bucks	Quakertown Joint Closed Loop	Highway	30
69824	Bucks	Rabbit Run Canal Bridge	Highway	37
36927	Various	Railroad/Highway Grade Crossings	Highway	257
14680	Chester	Rapp's Dam Covered Bridge	Highway	63
48202	Various	Regional GIS Support	Highway	259
60255	SEPTA	Regional Rail Signal Modernization Program	Transit	282
60651	SEPTA	Regional Rail Substation Imp. Program	Transit	300
57927	Various	Regional Safety Initiatives (HSIP)	Highway	260
61714	Philadelphia	Restoration of the Manayunk Canal	Highway	220
13296	Bucks	Rickert Road (Bridge)	Highway	5
16652	Montgomery	Ridge Pike (Bridge)	Highway	149
16577	Montgomery	Ridge Pike, Butler Pike to Phila Line	Highway	148
48175	Montgomery	Ridge Pike, Norristown Boro to Butler Pike (Pha I)	Highway	157
57278	Philadelphia	Rising Sun Avenue (Bridge)	Highway	215
69912	Bucks	River Road (Bridge)	Highway	38
64795	Montgomery	Rock Hill Rd./Belmont Ave.	Highway	171
80055	Philadelphia	Roosevelt Blvd (2) Brgs	Highway	251
69915	Philadelphia	Roosevelt Expressway (Twin Bridge) Parapets	Highway	229
80051	Delaware	Rosemont Avenue over Darby Creek	Highway	129
77449	Bucks	Route 13 Pedestrian Bridge-Tulleytown Bucks County	Highway	44
77456	Bucks	Route 13 Redevelopment Project	Highway	45
57625	Bucks	Route 232 Corridor and Intersection Improvements	Highway	29
57619	Bucks	Route 313 Corridor	Highway	27
77479	Philadelphia	Roxborough Streetscape Improvements	Highway	243
83736	Philadelphia	Rsvlt Blvd o/Wayne Junc	Highway	254
47409	Delaware	Rt. 291/Gov. Printz Blvd./Essington (Bridge)	Highway	104
57780	Delaware	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	Highway	111
77085	Delaware	Ruth Bennett House	Highway	125
71197	Chester	Sadsburyville Village Enhancement Plan	Highway	86
15793	Montgomery	Salfordville Road (Bridge)	Highway	131
75764	Montgomery	SalfrdSta/Mil Race&Perkio	Highway	185
13723	Bucks	Saw Mill Road (Bridge)	Highway	18
17783	Philadelphia	Schuylkill Expressway Bridges (Sec. PBP)	Interstate Management	318
77477	Philadelphia	Schuylkill River Park & Trail-Phase IIIB-North	Highway	242
74829	Philadelphia	Schuylkill River Park Rail Crossings	Highway	236
61885	Chester	Schuylkill River Trail	Highway	72
59434	Chester	Schuylkill River Trail (Q20)	Highway	71
77478	Philadelphia	Schuylkill Trails-Bicycle & Pedestrian Trail	Highway	243
70690	SEPTA	Section 5309 Discretionary Bus Funds	Transit	302
15306	Delaware	Sellers Avenue Bridge	Highway	100
60286	SEPTA	SEPTA Bus Purchase Program	Transit	286
65914	Delaware	Sharon Hill Train Station Rehabilitation	Highway	116
57681	Chester	Sheeder Mill Rd. (Bridge #194)	Highway	70
77187	SEPTA	Shops, Yards & Support Facilities Renewal (ISRP)	Transit	308
50520	Delaware	Sidewalks and Trail	Highway	107
84457	Various	Signal Retiming Program	Highway	272
70691	SEPTA	SMART Stations Program	Transit	303
13166	Bucks	Souderton Road Bridge	Highway	3
69665	Delaware	South Creek Road (Bridge)	Highway	117
70226	Bucks	South Main Street	Highway	39
17724	Philadelphia	South Street Bridges (3 Structures)	Highway	204
60687	Chester	Southern Chester County Rail Corridor Improvement	Highway	71

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14587	Chester	Springton Rd. (Bridge)	Highway	61
64847	Chester	Springton Road (Bridge)	Highway	77
71196	Chester	SR 340 Sidewalk Connector Project	Highway	86
77468	Bucks	SR 413 -Langhorne Borough Streetscape, Phase I	Highway	45
16218	Montgomery	Stanbridge Street (Bridge)	Highway	138
62568	Various	State Bridge Design Manager	Highway	260
77180	SEPTA	State of Good Repair	Transit	305
57679	Chester	State Rd. (Bridge)	Highway	69
14653	Chester	State Street Bridge	Highway	62
60271	SEPTA	Station Accessibility Program	Transit	283
77190	SEPTA	Station and Loop Renewal (ISRP)	Transit	309
69826	Bucks	Steinburg Road (Bridge)	Highway	37
57894	Philadelphia	Stenton Ave. and Godfrey Ave. (Signals)	Highway	216
14203	Chester	Strasburg Road/Mortonville (Bridge)	Highway	52
69827	Bucks	Street Road (Bridge)	Highway	38
79980	Various	STU Reserve Line Item	Highway	269
64017	Montgomery	Sumneytown Pike	Highway	171
74812	Montgomery	Susquehanna Road Bridge Reconstruction	Highway	183
16741	Montgomery	Swamp Road at PA 663	Highway	154
64780	Bucks	Swamp Road Corridor	Highway	35
64781	Bucks	Swamp Road Culvert at Penns Woods Road	Highway	35
70231	Philadelphia	Swanson Street	Highway	230
60557	SEPTA	System Improvements	Transit	291
66460	Various	TE Project Engineering / Management	Highway	264
80094	Philadelphia	Temp I-95 Off-Ramp (GR0)	Highway	252
64845	Montgomery	Terwood Road Bridge	Highway	174
16150	Montgomery	Tookany Parkway/Creek (Bridge)	Highway	134
15298	Delaware	Township Line Road Bridge (US 1)	Highway	99
60585	SEPTA	Track, Signal, Catenary & Bridge Renewal (ISRP)	Transit	294
64652	Various	Trans. & Community Development Initiative-TCDI	Highway	261
77183	SEPTA	Transit and Regional Rail Station Program	Transit	307
60619	SEPTA	Transit Enhancements	Transit	297
65109	Various	Transit Flex - SEPTA	Highway	263
17891	Various	TransitChek Mass Marketing Efforts	Highway	255
48199	Various	Transportation Management Associations	Highway	258
57626	Bucks	Trenton Road	Highway	29
75793	Bucks	Tyburn Rd Bridges (6)	Highway	43
48195	Philadelphia	Tyson Ave. (Signals)	Highway	213
68027	Delaware	U. Darby Twp.(Rt 1) Closed Loop Signal	Highway	117
16248	Montgomery	Union Avenue (Bridge)	Highway	139
57680	Chester	Union St. Bridge over W. Branch of Brandywine Crk.	Highway	69
74799	Delaware	Upper Darby Market St. Elevated Parking Facility	Highway	124
74814	Montgomery	Upper Dublin Twp Street Improvement Project	Highway	184
74815	Montgomery	Upper Gwynedd Streetscape Improvements	Highway	184
13607	Bucks	Upper Ridge Rd. (Bridge)	Highway	15
13549	Bucks	US 1 (Bridges)	Highway	12
14580	Chester	US 1 Expressway Reconstruction	Highway	60
14581	Chester	US 1 Expressway Reconstruction	Highway	60
14541	Chester	US 1, Baltimore Pike	Highway	59
15251	Delaware	US 1, Baltimore Pike	Highway	98
15396	Delaware	US 13, 9th Street Bridge	Highway	101
13745	Bucks	US 13, Bristol Pike (Signals)	Highway	20
47994	Delaware	US 13, Chester Pike/MacDade Blvd.	Highway	106
80021	Montgomery	US 202 - Markley St Improvements (Section 510)	Highway	192
80022	Montgomery	US 202 - Markley St. Improvements (Section 520)	Highway	193
15385	Chester	US 202 (Section 100 Design)(ES1)	Highway	65
13609	Bucks	US 202 (Turn lanes) E. State/ Mechanics. Rd	Highway	16

MPMS	County/Agency	Project Title	Program	Page
47396	Bucks	US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)	Highway	24
47395	Bucks	US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)	Highway	23
63494	Montgomery	US 202 Sec 700 ITS	Highway	170
84410	Chester	US 202 Section 300 CMP Commitments (Transit)	Highway	94
63493	Montgomery	US 202, 5-Points Intersection (Sec. 71A)	Highway	170
50364	Montgomery	US 202, Dekalb Pike, Section 610	Highway	159
64498	Chester	US 202, Exton Bypass to Rt. 29 (Sec. 330- Mainln)	Highway	76
65613	Chester	US 202, Four Overhead Bridges (Sec. 311)	Highway	77
63486	Montgomery	US 202, Johnson Hwy. to Twp. Line Rd. (61S)	Highway	166
63491	Montgomery	US 202, Morris Rd. to PA 63 (Sec 65S)	Highway	168
13945	Chester	US 202, PA 252 to US 30 (Sec. 300 Design)	Highway	50
64494	Chester	US 202, Swedesford Rd. - Rt. 29 (Sec. 320 Mainln)	Highway	75
63492	Montgomery	US 202, Swedesford Rd. to PA 309 (Section 65N)	Highway	169
63490	Montgomery	US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)	Highway	167
70240	Chester	US 30 Business	Highway	84
14532	Chester	US 30, Coatesville Downingtown Bypass	Highway	59
14767	Delaware	US 30, Lancaster Ave.(Signals)	Highway	95
14296	Chester	US 30, Lancaster Avenue	Highway	53
69815	Delaware	US 322, Environmental Mitigation	Highway	118
69817	Delaware	US 322, Featherbed Lane to I-95 (Cherry Tree Road	Highway	120
69816	Delaware	US 322, US 1 to Featherbed Lane	Highway	119
69647	Chester	US 322/Brandywine Creek Ave.(Bridge)	Highway	79
70197	Montgomery	US 422 (New) Exwy Bridge Over Schuylkill River	Highway	177
64796	Montgomery	US 422 / PA 363 Interchange	Highway	172
16738	Montgomery	US 422 Expressway Section M1B	Highway	154
64222	Chester	US 422 Expressway/Chester and Montgomery M1A	Highway	74
64220	Chester	US 422 Expressway/Chester County-M2B/M03	Highway	73
14698	Chester	US 422, Berks Co. to Schuylkill River	Highway	64
66986	Montgomery	US 422, Berks to Schuylkill River	Highway	175
59973	SEPTA	Utility Fleet Renewal Program	Transit	281
60582	SEPTA	Vehicle Overhaul Program	Transit	293
15407	SEPTA	Villanova Intermodal Station Accessibility	Transit	279
80054	Philadelphia	Vine St Expy (7) Brgs	Highway	251
80049	Chester	Walker Road Bridge	Highway	91
74824	Philadelphia	Walnut St Gateway Project	Highway	235
13248	Bucks	Walnut Street (Bridge #13)	Highway	5
71210	Philadelphia	West Bank Greenway/Philadelphia Zoo	Highway	231
14134	Chester	West Bridge Street (Bridge)	Highway	51
70229	Delaware	West Chester Pike and Market Street	Highway	122
72912	Chester	West Grove Community Streetscape HTSSRS	Highway	88
13910	Chester	White Horse Road Bridge	Highway	49
74937	Montgomery	Whitemarsh Township Street Improvements	Highway	185
69909	Philadelphia	Willits Road (Bridge)	Highway	227
76870	Philadelphia	Willow Grove Avenue Bridge Over SEPTA R8	Highway	238
57624	Bucks	Woodbourne Road and Lincoln Highway	Highway	28
72994	Montgomery	York Road (SR 263) Hatboro Revitalization HTSSRS	Highway	181

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**Pennsylvania
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Delaware Valley Regional Planning Commission

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Bucks

MPMS# 12923 **Bristol Road Extension**
 AQ Code 2020M US 202 to Park Avenue
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8H Chalfont Borough; New Britain Borough; New Britain Township

Provide a two lane extension of Bristol Road (approximately 2000 ft.) from US 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection. Project involves relocation of SEPTA siding track, a bridge across the wetlands, widen the intersection at Bristol road and US 202 to provide right and left turning lanes, provide maintenance of traffic during construction, redesign traffic signals and rail road crossing gates at US202 and Bristol road extension and coordinate with SEPTA.

SAFETEA DEMO #500, PA ID# 334 - \$1.6 Million

SAFETEA DEMO #4775, PA ID# 585 - \$400,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF					800
FD	581					200
UTL	STP					4,000
UTL	581					1,000
ROW	STP					400
ROW	SXF					400
ROW	581					200
CON	STP					6,400
CON	581					1,600
Fiscal Year Total		0	0	0	0	15,000
		Total FY 09-12				0

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Bucks

MPMS# 12955 **Kellers Church Road Bridge**
 AQ Code S19 over Deep Run Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Bedminster Township

Let Date: 9/11/2008

The primary purpose of the project is to replace the existing Kellers Church Road Bridge over Deep Run Creek with a structure designed to provide adequate safety. The single lane bridge has signs posted on each of the approach roadways warning motorists of the narrow bridge. Because of safety concerns due to deterioration of the existing bridge and the narrow roadway, a new simple-span prestressed concrete adjacent box beam structure is proposed. The improvements will consist of a total bridge replacement and approach roadway work. The existing bridge was constructed as a three span steel I-beam multi-girder bridge. The curb-to-curb roadway width for this bridge is 18.0 ft with no shoulders. The proposed project involves replacing the existing bridge with a simple-span prestressed concrete adjacent box beam bridge. The replacement bridge will be on the same alignment as the existing structure. The new structure will include two 11.0 ft travel lanes with 3.5 ft shoulders. In addition, a detour will be necessary during construction that will be approximately 6.3 miles long and will be implemented using all state owned roads.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	2,250				
Fiscal Year Total		2,250	0	0	0	0
		Total FY 09-12			2,250	

MPMS# 12965 **Lawn Avenue**
 AQ Code S10 Maple Avenue to Farmers Lane
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 14C Sellersville Borough; West Rockhill Township

Reconstruct roadway, curbs, sidewalks, and walls. Construct new sidewalk and curbs in areas currently without them. Perform a minor relocation of one horizontal curve. Install new drainage facilities as required. Relocate affected water and sanitary sewer lines as required. A portion of the roadway from Noble St to Maple Ave is proposed to be turned back to the borough upon completion of the project. Upon completion of the project sidewalk will be in place from Grandview Hospital to the borough center.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU					5,600
CON	581					1,400
Fiscal Year Total		0	0	0	0	7,000
		Total FY 09-12			0	

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Bucks

MPMS# 13166 **Souderton Road Bridge**
 AQ Code S19 Over Morris Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Hilltown Township

Let Date: 6/15/2010

The purpose of this bridge replacement project is to maintain mobility in the project area. The bridge is structurally deficient and functionally obsolete due to significant areas of corrosion from varied weather conditions. The bridge replacement project is located between Minsi Trail and Blooming Glen Road on PA 113. The area is rural-suburban with level terrain and several roadways surrounding the project. The northwest quadrant of the project area is actively farmed cropland and the southwest quadrant contains two farm fields. A nature sanctuary (protected by the Bucks County Conservancy) is located in the southeast quadrant. The 3-span, 50'-long, rubble-coursed stone arch bridge has asymmetrical span lengths of between 13' and 18', and carries a 2 lane road over a Morris Run in an area that can be described as agricultural that is making way for residential land use. It is finished with stone spandrel walls, wingwalls and parapets, but the spandrel walls below the deck level have been encased in reinforced concrete. The bridge was built in 1902 by the state of Pennsylvania.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	300				
UTL	916	25				
ROW	916	25				
CON	916			1,933		
Fiscal Year Total		350	0	1,933	0	0
		Total FY 09-12		2,283		

MPMS# 13167 **Geigel Hill Road (Bridge)**
 AQ Code 2020M Over Tincicum Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Tincicum Township

Let Date: 4/15/2010

Replacement of existing pony truss bridge in Tincicum Township, Bucks County. The structure carries S.R. 1014 (Geigel Hill Rd.) over the Tincicum Creek and is located in the Ridge Valley Rural Historic District. Bridge is currently closed and is on the National Register. Proposed bridge will be a one lane 15 foot wide through girder on approximately the same alignment as the existing. The existing trusses will be attached as non structural members for an ornamental value. Bridge is programmed to be "turned-back" to the Township upon the completion of the project. Roadway reconstruction will be limited to the minimum necessary for transition onto the existing bridge, with little or no roadway profile changes anticipated, and a 400 foot maximum for the limits of construction.

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

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Bucks

MPMS# 13236 **Butler Avenue Bridge**
 AQ Code S19 over West Branch of Neshaminy Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8H Chalfont Borough

Let Date: 6/15/2010

This project involves the replacement of the existing deteriorated bridge structure over the West Branch of Neshaminy Creek on Butler Avenue in Chalfont Borough, Bucks County. The overall limits are from north of Wilson Avenue to Main Street. Due to previous coordination, a temporary structure will be likely. The structure is on US Route 202 and PA Route 152 and lies between Limekiln Pike and Main Street.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	200				
ROW	916	300				
CON	916D			2,613		
Fiscal Year Total		500	0	2,613	0	0
		Total FY 09-12			3,113	

MPMS# 13240 **Old Bethlehem Road (Bridge)**
 AQ Code S19 Over Kimples Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Haycock Township

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Cree w ith a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands.

The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	324				
FD	185	81				
ROW	BOO	240				
ROW	185	60				
CON	BOO		1,600			
CON	185		400			
Fiscal Year Total		705	2,000	0	0	0
		Total FY 09-12			2,705	

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MPMS# 13248 **Walnut Street (Bridge #13)**
 AQ Code S19 Over Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Perkasié Borough

Let Date: 3/15/2009

This narrow two lane bridge with no shoulders will be replaced in kind. The bicycle and pedestrian checklists will be incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	3,200				
CON	183	600				
CON	LOC	200				
Fiscal Year Total		4,000	0	0	0	0
		Total FY 09-12		4,000		

MPMS# 13296 **Rickert Road (Bridge)**
 AQ Code S19 over Morris Run Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Hilltown Township

Let Date: 1/15/2010

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183		640			
CON	LOC		160			
Fiscal Year Total		0	800	0	0	0
		Total FY 09-12		800		

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Bucks

MPMS# 13337 *PA 611, Easton Road (Bridge)*
 AQ Code S19 2 Bridges over Gallows Road
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Nockamixon Township

Let Date: 8/15/2010

This project includes the replacement and consolidation of the existing single-span bridges; reconfiguring the Easton Road/Old Easton Road/River Road triangle into a traditional three-leg (or T) intersection, abandoning Old Easton Road and removing the Old Easton Road bridge over Gallows Run, installation of new guide rail, end treatments and drainage improvements, widening of Easton Road (to provide for southbound left-turn standby lane) and providing appropriate mitigation.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	120				
FD	185	30				
ROW	BOO		112			
ROW	185		28			
CON	BOO			800		
CON	185			200		
CON	BOO				2,000	
CON	185				500	
Fiscal Year Total		150	140	1,000	2,500	0
				Total FY 09-12	3,790	

Pennsylvania - Highway Program

Bucks

MPMS# 13338 **County Line Road Bridge (Sec. BBR)**
 AQ Code S19 over West Branch of Neshaminy Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8H New Britain Township; Hatfield Township

Let Date: 5/30/2009

The purpose of this project is to replace one structure (a bridge) and remove one structure (concrete slab bridge) and replace with concrete pipes along County Line Road in order to meet current PennDOT design standards. The limits of work are Segment 0030/0834 to Segment 0010/1288. Neither bridge is historic. Both bridges are significantly deteriorated and require replacement to meet anticipated, regional future traffic demands. The existing bridges carry 17,000 ADT and have two 12' lanes and 0' to 2' shoulders. The proposed bridge will have four 12' lanes and 10' shoulders. The extra lanes are for future widening of CLR. The roadway over the proposed pipes will be two 12' lanes with 2' shoulders to match existing roadway. The pipes can be extended in the future to accommodate widening to four lanes. There are no ped/bike facilities existing and none are proposed.

The S.R. 2038, Section BBR County Line Road Improvement Project consists of two parts: a two-span bridge replacement and a concrete slab replacement, both of which are located along County Line Road in New Britain Township, Bucks County and Hatfield Township, Montgomery County, Pennsylvania respectively. The two structures are located approximately 3,800 feet apart. The existing two-span reinforced concrete T-beam bridge, which is approximately 85 feet long and 26 feet wide, carries County Line Road (S.R. 2038) over the West Branch of Neshaminy Creek approximately 800 feet west of Walnut Street. The proposed replacement bridge will be a single-span prestressed concrete beam bridge or a steel beam bridge approximately 111 feet long and will carry two 12 foot lanes with two 10 foot shoulders 68 feet.

The second bridge, a reinforced concrete slab bridge, approximately 11 feet long, carries County Line Road over a tributary to the West Branch of Neshaminy Creek approximately 1250 feet southeast of the intersection of County Line Road and Lexington Road. The reinforced concrete slab bridge will be removed and two 36 inch reinforced concrete pipes will be installed

Currently, Section BBR of County Line Road carries two lanes with essentially no shoulders across both structures. Although Section BBR would not be widened to carry additional traffic at this time, there is the potential additional travel lanes will be necessary in the future. Consequently the replacement bridge, which will carry one travel lane and a shoulder in each direction, will be wide enough to allow for a capacity of four travel lanes and two shoulders. This wider structure will permit construction without requiring a detour and will also allow for potential future widening of the roadway. Bridge seats and wingwalls will be detailed to adapt to future construction, if necessary. At a minimum, the replacement bridge will be designed and detailed to carry two 12 foot lanes with two 10 foot shoulders to conform to the requirements of an urban minor arterial roadway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		2,800			
CON	185		700			
Fiscal Year Total		0	3,500	0	0	0
		Total FY 09-12		3,500		

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Bucks

MPMS# 13340 **Headquarters Rd.(Bridge)**
 AQ Code S19 PA 1012 Over branch of Tincum Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Tincum Township

Let Date: 9/15/2009

The project entails implementing an on-line bridge improvement solution that corrects the existing safety problem for two existing bridge structures along Headquarters Road. The project includes the removal and replacement of the two (2) existing bridges located adjacent to the intersections of Headquarters Road with Cafferty and Tettermer Roads, respectively. One structure is located over Sundale Creek and the other is over an unnamed tributary to Sundale Creek. The new bridges will be realigned with the existing roadway. Approaches to the two bridges will be reconstructed and it involves minor approach roadway reconstruction and guide rail replacement.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D		2,090			
Fiscal Year Total		0	2,090	0	0	0
		Total FY 09-12			2,090	

MPMS# 13342 **Delaware Rd. over Delaware Canal (Bridge)**

AQ Code S19 over Delaware Canal
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Riegelsville Borough

The project involves the replacement of the narrow, structurally deficient bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River. Refer to the attached site location map. The project involves the replacement of the bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	150				
FD	185	250				
UTL	185	200				
ROW	185	300				
CON	BOO		2,084			
CON	185		521			
Fiscal Year Total		900	2,605	0	0	0
		Total FY 09-12			3,505	

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Bucks

MPMS# 13347 **I-95 / PA Turnpike Interchange**
 AQ Code 2020M From Exit 28 to 29 and parts of I-95
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 4A, Bristol Township
 12A
 2030 LRP ID: 35

This interstate gap completion project will join I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Phase 1 of the project involves a full interchange between I-95 and the PA Turnpike, relocation of toll plazas, widening I-95 between PA 413 and south of US 1 from 2 lanes in each direction to 3, and widening Turnpike between US 1 and US 13 from 2 lanes in each direction to 3. This is a partnership project of PA Turnpike, PennDOT and FHWA. A Major Investment Study was completed in 1997, the EIS in 2003, and a Record of Decision issued in late 2003. "Project cost is estimated at \$687 million for project phase 1 and \$345 million for phase 2, for a total of \$1.032 billion in year of expenditure (YOE) dollars. The entire project is eligible for federal funds. Currently reserved funds include \$222.6 million in Interstate Construction and Interstate Discretionary apportionment; however a shortage of obligation authority is delaying their use on the project. Approximately \$3.1 million is earmarked for the project from SAFETEA-LU and from the FY 2008 Appropriation Act. Use of toll credits was approved by PENNDOT in 2003. The federal Advance Construction option will be utilized to facilitate letting of large contracts.

The Pennsylvania Turnpike Commission (PTC) is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds including: Turnpike funds; currently available federal funds; and other funds at such time as they may become available and are required. PTC will seek resolution of the obligation authority shortage with PENNDOT, and will continue to seek Congressional earmarks for the project. However, the PTC is not seeking any additional regionally allocated federal or state TIP funds in order to complete this project.

The pre-construction phases are included in this TIP utilizing available earmarked funding in FFY 2009 with remaining pre-construction and construction costs reflected in the "Later FFY's". If additional funding is required for any pre-construction phase, funding may be advanced from the later FFYs with fiscal constraint maintained on the TIP. Construction phase actions are pending the completion of a project financial plan, as required by federal law and guidance for "Major Projects" (500M+), which will demonstrate the financial capacity for completion of the project and how TIP/STIP fiscal constraint will be maintained as funds are obligated. When the financial plan is completed by the PA Turnpike Commission and validated by FHWA, the DVRPC TIP/STIP may be amended to reflect the planning and programming components of the approved plan.

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

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	6,129				
ERC	TBD					1,026,000
Fiscal Year Total		6,129	0	0	0	1,026,000
			Total FY 09-12		6,129	

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Bucks

MPMS# 13360 **Bridgeton Hill Road (Bridge)**
 AQ Code S19 over Pennsylvania Canal
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Bridgeton Township

Let Date: 9/15/2009

The proposed project construction includes replacement of bridge, providing for 7' underclearance under the new bridge for the Delaware Canal Towpath; abutment and wing wall replacement; roadway and shoulder reconstruction as needed to tie back to existing roadway approaches; Update guide rail and end treatments; create replacement access to canal tow path for DCNR; Selective signing upgrades, and Installation of durable pavement markings. The existing structure is weight limited for single unit vehicles to 11 tons and for combination (semi-trailer) vehicles to 14 tons.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	150				
UTL	185	20				
ROW	185	70				
CON	185		1,254			
Fiscal Year Total		240	1,254	0	0	0
			Total FY 09-12		1,494	

MPMS# 13440 **Allentown Road and PA 663 (Bridge)**

AQ Code S19 over Licking Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Milford Township

The intersection of S.R. 0663 with Allentown Road (S.R. 4027) will be widened to accommodate left turn lanes on S.R. 0663 and the north leg of Allentown Road. Two bridges will be replaced, one on S.R. 0663 and the other on Allentown Road.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP	160				
PE	581	40				
FD	581	210				
UTL	581		50			
ROW	581			1,000		
CON	STP					2,800
CON	BOO					2,800
CON	185					700
CON	581					700
Fiscal Year Total		410	50	1,000	0	7,000
			Total FY 09-12		1,460	

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Bucks

MPMS# 13477 **Lower State Road (Bridge)**
 AQ Code S19 over Neshaminy Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Doylestown Township

The purpose of the project is to replace the deteriorated bridge with one that meets current criteria for capacity and width. The need for the project is to provide accommodation for regional traffic demands.

This project involves the replacement of the existing S.R. 2089, Section BBR over the Neshaminy Creek in Doylestown Township, Bucks County. The existing bridge is a five span, reinforced concrete T-beam with a curb to curb width of 23.5 feet. The concrete piers are skewed at 90 degrees and floodwaters impinge on the piers causing scour and a significant loss of efficiency of the opening to handle flooding. Project involves minimal roadway work.

The proposed bridge is a three-span, composite pre-stressed concrete I-beam. The proposed bridge will provide a curb to curb width of 40 feet, allowing for two travel lanes and two 8 feet shoulders. The new structure will be the same length as the existing structure, 212 feet. A detour will be required during construction.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	185	100				
CON	185			2,717		
Fiscal Year Total		100	0	2,717	0	0
		Total FY 09-12			2,817	

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Bucks

MPMS# 13549 **US 1 (Bridges)**
 AQ Code 2020M PA 413 - PA Turnpike
 Major SOV Capacity Bridge Repair/Replacement
 Subcorr(s): 1A, 4A, 5I, Bensalem Township; Middletown Township
 12A

This is a roadway reconstruction and widening and bridge improvement project that involves 2.8 miles of roadway and ten bridge structures and four retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Penndel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the Street Road, PA Turnpike, Neshaminy (Rockhill Drive), and Penndel (Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of seven bridges, rehabilitation of two bridges, and the removal of one bridge. The bridges to be replaced are those which carry SR 1 over Street Road (1B), the PA Turnpike (9B), the PA Turnpike ramps (2B), Rockhill Drive (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries Bristol Road over Route 1 (10B) is also to be replaced. The bridge that is to be removed (3B) currently carries Route 1 over a closed private access road. The rehabilitated bridges (7B and 8B) carry SR 1 over Highland Ave. (SR 2008).

The reconstruction and widening project also minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company, the Roosevelt Cemetery and the Railroad.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	1,760				
FD	581	440				
UTL	STU		1,600			
UTL	581		400			
ROW	STP		2,400			
ROW	581		600			
CON	STP					123,454
CON	581					30,863
Fiscal Year Total		2,200	5,000	0	0	154,317
			Total FY 09-12	7,200		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 13576 **PA 413, New Rodgers Road (Turn Lane)**
 AQ Code 2020M Old Lincoln Highway to Bath Road
 Minor SOV Capacity Roadway New Capacity
 Subcorr(s): 4A Middletown Township; Bristol Borough
 2030 LRP ID: 13

Proposed work involves widening and overlaying New Rodgers Road to provide a center left turn lane from Bath Road to New Falls Road. From New Falls Road north the roadway will be widened approaching signalized intersections to provide turning lanes. Full shoulders will be provided throughout the project. New signals and turning lanes will be constructed on New Rodgers Road at Frosty Hollow Road, Trenton Road, and I-95 Market Place. One bridge deck will be repaired and overlaid and parapets modified. All originally proposed work was to be within existing right-of-way.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	160				
FD	581	40				
UTL	CAQ	1,000				
ROW	STP	1,000				
CON	STU					8,159
Fiscal Year Total		2,200	0	0	0	8,159
			Total FY 09-12		2,200	

Pennsylvania - Highway Program

Bucks

MPMS# 13606 **Hulmeville Avenue (Bridge)**
 AQ Code S19 over Conrail
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 4A, Middletown Township
 51

The project consists of the replacement of the existing Hulmeville Avenue bridge. The bridge carries two lanes of traffic over three tracks of the former Reading Railroad that is now operated by CSX. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The existing span arrangement will be maintained due to the location of the existing railroad facilities. It should be noted that this span arrangement may be revised during the detailed design phase due to discussions between CSX and SEPTA to provide four (4) tracks throughout the project area. An understanding between the parties is that any overhead bridge replacement must accommodate an additional track.

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls.

The replaced bridge will consist of a three-span continuous prestressed composite concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access.

There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge. Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	800				
UTL	BOO	300				
ROW	BOO	500				
CON	BOO				3,600	
CON	185				900	
Fiscal Year Total		1,600	0	0	4,500	0
		Total FY 09-12			6,100	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 13607 **Upper Ridge Rd. (Bridge)**
 AQ Code S19 Over Unami Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Milford Township

Let Date: 1/15/2012

This project involves reconstructing the bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. The Unami Creek Bridge on the Upper Ridge Road is vital to the west Milford Township. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete-the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface.

The existing Upper Ridge Road (S.R. 4033) bridge is structurally deficient and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height cracks.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	350				
ROW	916		115			
UTL	916			15		
CON	916D				2,000	
Fiscal Year Total		350	115	15	2,000	0
			Total FY 09-12		2,480	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 13609 **US 202 (Turn lanes) E. State/ Mechanics. Rd**
 AQ Code 2020M US 202 To PA 313 (Swamp Road)
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8H, 8I Buckingham Township; Doylestown Township; Doylestown Borough

Let Date: 1/15/2012

Realign US 202 at E. State St. to a "T" intersection, extend the PA 313 left turn lanes at US 202, and widen US 202 from PA 313 to Mechanicsville Road to accommodate a center left turn lane at the US 202/PA 313 intersection. Add pedestrian and bicycle access.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP	400				
FD	581	100				
UTL	STP		400			
UTL	581		100			
ROW	STP		120			
ROW	581		30			
CON	STU				4,900	
CON	STU					4,900
Fiscal Year Total		500	650	0	4,900	4,900
		Total FY 09-12			6,050	

MPMS# 13635 **Oxford Valley Road**
 AQ Code R1 at US 1 Bus./Lincoln Hwy/Levittown Pkwy.
 Intersection/Interchange Improvements
 Falls Township; Middletown Township

Intersection improvements, including the addition of turn lanes from Oxford Valley Road onto Route 1, and the realignment of Levittown Parkway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU					8,000
CON	581					2,000
Fiscal Year Total		0	0	0	0	10,000
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 13661 **Jugtown Hill Road (Bridge)**
 AQ Code S19 over Pennsylvania Canal
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Tinicum Township

Let Date: 3/15/2009

The replacement bridge will carry Jugtown Hill Road over the Delaware Canal in Tinicum Township. The existing structure is a single span steel through-girder bridge that was constructed in 1921. The structure functions as a one-lane bridge. It is currently posted with a 10- ton vehicle weight limit. The replacement structure will be a single span adjacent box beam bridge with a span length of approximately 26.2 m. The new structure will carry all legal loads. The project will include the reconstruction of approximately 45.7 m of roadway on the south approach and 56.4 m on the north approach. There will be a minor shift in the roadway centerline in order to improve the horizontal alignment at the site. The profile will also be revised to improve sight distance and clearance over the canal tow path. A sidewalk will be included along the east side of the bridge. Because of the historic nature of the setting over the Delaware Canal, a simulated truss constructed of wood will be attached to the fascia of the new structure. This will improve access within the project area since other area crossing of the canal are also weight and height restricted. This will improve vehicle safety along Jugtown Hill Road. The bicycle and pedestrian checklists will be incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183	1,008				
CON	LOC	252				
Fiscal Year Total		1,260	0	0	0	0
			Total FY 09-12		1,260	

MPMS# 13685 **Church Hill Road (Bridge)**
 AQ Code S19 over Branch of Gallows Run
 Bridge Repair/Replacement
 Nockamixon Township

Let Date: 10/23/2008

Remove and replace existing bridge. Reconstruct approach roadway as required. Replace existing storm sewer as required.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	1,529				
Fiscal Year Total		1,529	0	0	0	0
			Total FY 09-12		1,529	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 13716 **Headquarters Road (Bridge)**
 AQ Code S19 over PA Canal
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Tincum Township

Let Date: 4/15/2010

The purpose is to replace a deteriorated and functionally obsolete bridge. Recent flooding has accelerated the bridge's deterioration, increasing the potential for bridge failure. Double faced barrier has been added to both sides of the bridge due to failure of structure mounted guiderail. The new structure will provide the community with a safe crossing over Tincum Creek. Currently, there is a stop condition at either end of the bridge due to its narrow width. Traffic has been reduced to one lane. The new structure will carry two lanes of traffic across the bridge.

The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tincum Creek. This structure has deteriorated and is to be replaced with a new structure which will improve safety. Traffic will be detoured during construction. The existing bridge will be demolished and will be replaced by a single span 80 foot bridge with a 24 foot curb-curb width. The existing approach roadway widths will be maintained up to the bridge. Work will be limited to 50 feet from either end of the bridge. No utility conflicts are anticipated. Minimal right-of-way acquisition may be required.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	200				
ROW	BND	50				
CON	BND		1,750			
Fiscal Year Total		250	1,750	0	0	0
		Total FY 09-12		2,000		

MPMS# 13723 **Saw Mill Road (Bridge)**
 AQ Code S19 over Kimples Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Haycock Township

Let Date: 4/15/2009

The project includes the replacement of the existing structure on S.R. 4095 (Saw Mill Road) over Kimples Creek with minor roadway improvements on the approximate existing alignment. The limits of work for this project are anticipated to extend 200 feet east and west of the structure. The existing roadway section is 20-feet wide with no shoulders. The proposed structure will carry two (2) 11-foot lanes and two (2) three-foot shoulders. The shoulders will be transitioned back to the existing roadway width once off the structure to minimize local concern regarding roadside impacts. The existing structure is a 21-foot single span steel I-beam structure. The clear height is approximately 2.5 feet. The steel beams are 16 inches deep with a concrete-filled open steel grate deck overlaid with bituminous material. The proposed structure is a cast-in-place rigid frame structure with an approximate opening of 20-feet wide by three-feet high. The proposed structure has an open bottom to minimize streambed impact. In addition, the proposed structure is skewed 70o to the S.R. 4095 baseline to minimize the need for stream realignment. This project also included careful consideration of nearby historic architecture and surrounding wetlands.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	900				
Fiscal Year Total		900	0	0	0	0
		Total FY 09-12		900		

Pennsylvania - Highway Program

Bucks

MPMS# 13727 **Bristol Road Intersection Improvements**
 AQ Code 2020M PA 513(Hulmeville Rd) To Old Lincoln Hwy
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 4A, 5I, 12A Bensalem Township
 2030 LRP ID: 16

Let Date: 3/15/2009

This project consists of reconstruction and widening of Bristol Road (SR 2025, Section 001) to accommodate a center left-turn lane from Segment 0332 Offset 0643 north of Old Lincoln Highway to Segment 0372 Offset 1015 at the Pasqualone Boulevard intersection and the replacement of six (6) existing signals along Bristol Road.

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11 foot travel lanes an 11 foot center left-turn lane and 2 foot shoulders. The proposed shoulder improvements will be full depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol road include; Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Bensalem Boulevard, Pasqualone Boulevard and reconstruction is proposed for each signal including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of

Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance.

There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. There is currently no plan to provide additional pedestrian or bike features throughout the corridor. As a result of the improvements to SR 2025, impacts to properties include 40 proposed right-of-way takes, 20 slope easements, two drainage easements and two temporary construction easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township. The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. The entrance to the proposed development has been designed to line-up with Bensalem Boulevard to provide for a four legged intersection and future traffic volumes were considered during the preliminary Engineering of this project.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	800				
CON	581	200				
CON	STU		3,000			
CON	581		750			
CON	STU			1,800		
CON	581			450		
Fiscal Year Total		1,000	3,750	2,250	0	0
			Total FY 09-12		7,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 13742 *Hellertown Rd./Cooks Crossing (Bridge)*

AQ Code S19 Over Cooks Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Springfield Township

The project involves the replacement of the existing Hellertown Road Bridge that carries two (2) lanes of traffic over Cooks Creek. The improvements will consist of a total bridge replacement with a single span pre-cast concrete arch culvert and minor approach roadway work. The replacement structure will be on the same alignment as the existing structure. The new structures will include two 11ft travel lanes with two 5 ft shoulders. In addition, a detour will be necessary during construction that will be approximately 7.4 mi long and will be implemented using all state owned roads.

The present structure built in 1919 is structurally deficient but does not have any posted weight restrictions. It was constructed as a one-span stone reinforced concrete rigid frame bridge with a span length of 11ft. The curb-to-curb roadway width for this bridge is 17.7 ft with no shoulders. The overall condition of the bridge is critical and scour is cited as the cause.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	120				
UTL	185	60				
ROW	185	35				
CON	185			1,360		
Fiscal Year Total		215	0	1,360	0	0
		Total FY 09-12			1,575	

MPMS# 13745 *US 13, Bristol Pike (Signals)*

AQ Code 2010M PA Turnpike to Bucks County Line
 Signal/ITS Improvements
 2030 LRP ID: 14 Bensalem Township; Bristol Township

Let Date: 8/3/2006

This project involves installing a closed loop traffic signal system for approximately 16 intersections within the project limits. The improvement is intended to help accommodate the additional traffic that is anticipated during the rehabilitation of I-95.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CMAQ*	2,762				
Fiscal Year Total		2,762	0	0	0	0
		Total FY 09-12			2,762	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 17918 ***I-95 Transit Improvements/FLEX***

AQ Code M1 Shuttle Bus Operations
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 4B, Various
 12A

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the R7 Cornwell Heights and adjacent PENNDOT Park and Ride lot.

Obligated Prior Year Funding

\$832,988

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	284				
CON	LOC	71				
CON	CAQ		296			
CON	LOC		74			
Fiscal Year Total		355	370	0	0	0
		Total FY 09-12			725	

MPMS# 47131 ***PA 13 at PA Turnpike Safety Improve. (Interchange)***

AQ Code S6 PA 13 at PA Turnpike
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 1A Bristol Township

Let Date: 1/15/2013

Provide interim safety improvements with regard to truck traffic. Study potential for long term improvements. This project will coordinate with MPMS# 47392

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		269			
CON	STU		30			
CON	LOC		75			
Fiscal Year Total		0	374	0	0	0
		Total FY 09-12			374	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 47392 *Bristol Pike/Route 13, PA 413 to Levittown Parkway*

AQ Code S10

Not SOV Capacity Roadway Rehabilitation

Adding Subcorr(s): 4A, Bristol Borough; Bristol Township; Tullytown Borough
5I

2030 LRP ID: 14

Rehabilitation of US Route 13 from PA 413 to Levittown Parkway. Widening to accommodate a new median and new curb/sidewalk from PA 413 to PA Turnpike. Reduction from 6 to 4 lanes, addition of a new median and new curb/sidewalk from PA Turnpike to Levittown Parkway. Includes the addition of left turn lanes. Includes resurfacing and/or reconstruction of the pavement. There will be no alignment change. The existing conditions include 4 – 12' lanes, 10' shoulders and a 4' median from PA 413 to PA Turnpike, and 6 – 12' lanes, 8' shoulders and a 4' median from PA Turnpike to Levittown Parkway. The proposed conditions include 4 – 12' lanes, 8' shoulders/future parking lane, 18' median and 5' sidewalks on both sides. This project will coordinate with MPMS# 47131 and 60655.

TOLL CREDIT

SAFETEA DEMO #71, PA ID #303-- \$4 Million

SAFETEA DEMO #4774, PA ID #584 - \$1 Million

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	2,500				
UTL	SXF	1,500				
ROW	SXF	1,000				
CON	STU					26,045
Fiscal Year Total		5,000	0	0	0	26,045
		Total FY 09-12			5,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 47395 **US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)**

AQ Code 2020M Pickertown Rd. to PA 611 Bypass
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8H Doylestown Township; Warrington Township
 2030 LRP ID: 33

Let Date: 1/15/2009

This project provides for construction of one portion of Section 700 Route 202 relocation between Pickertown Road and the PA 611 Bypass. After a year long re-evaluation, a limited 4 lane section combined with a 2 lane parkway concept with intersections at various crossroads has replaced the original 4-lane limited access design.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. US 202 stretches from Wilmington, Delaware to Bangor, Maine.

The limits of Section 700 are from PA 63, Welsh Road to the Doylestown Bypass (US 202/PA 611 Bypass). MPMS #'s for Section 700 of Route 202 include: 13484, 16731, 47395, and 47396.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581	2,750				
CON	581		9,880			
CON	581			8,700		
CON	581				4,400	
CON	581					6,600
Fiscal Year Total		2,750	9,880	8,700	4,400	6,600
			Total FY 09-12		25,730	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 47396 **US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)**

AQ Code 2020M PA 463 to Pickertown Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8G, 8H, Montgomery Township; Warrington Township
 14C
 2030 LRP ID: 33

Let Date: 3/15/2009

This project provides for construction of Route 202 relocation between PA 463 and Pickertown Road. This project involves Section 711.

After a year long re-evaluation, a limited 4 lane section combined with a 2 lane parkway concept with intersections at various crossroads has replaced the original 4-lane limited access design. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. US 202 stretches from Wilmington, Delaware to Bangor, Maine.

The limits of Section 700 are from PA 63, Welsh Road to the Doylestown Bypass (US 202/PA 611 Bypass). MPMS #'s for Section 700 of Route 202 include: 13484, 16731, 47395, and 47396.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581	8,812				
CON	581		12,894			
CON	581			9,250		
CON	581				4,500	
Fiscal Year Total		8,812	12,894	9,250	4,500	0
			Total FY 09-12		35,456	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 47406 **Aquetong Road (Bridge)**
 AQ Code S19 Over Branch of the Aquetong Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Solebury Township

Let Date: 2/15/2009

The purpose of the proposed culvert replacement project is to improve safety of motorists using SR 1003 (Aquetong Road) by providing a wider roadway and shoulders across the structure, and by addressing current structural deficiencies with a new structure designed to meet PENNDOT standards. The existing narrow structure is functionally obsolete, and in need of repair or replacement. The existing structure was recently closed to traffic on February 17, 2005 due to structural concerns observed during an inspection of the structure.

A field inspection of the existing culvert showed that there is widespread mortar loss in the joints of the arch portion of the structure and that there are a few loose stones at the corrugated pipe interface. Both sides of the arch have severe mortar joint deterioration. The stone headwalls do not meet AASHTO standards for height or vehicle impact. The left headwall is also bulging in the top center. The upstream alignment is poor due to stream flow against the far left side of the corrugated pipe. Based on the hydraulic analysis, the existing structure and approach roadways are overtopped by the 25-year design storm event.

The new structure with the wider span will improve the hydraulic performance of the creek, and the concrete arch structure will be able to adequately pass the 25-year design storm event up to and including the 500-year storm event.

The project will replace the existing culvert structure carrying Aquetong Road (SR 1003) over a branch of Aquetong Creek. The existing narrow culvert structure is functionally obsolete and is considered a one-lane bridge on the two-lane road. The structure has a sufficiency rating of 24.1. The proposed bridge will be a single span, precast concrete arch with precast concrete wingwalls (ConSpan structure) founded on cast-in-place reinforced concrete footings with a clear span length of 12'-0" between walls. The bridge will not carry any utilities. The structure will provide for two 11'-0" wide travel lanes (one in each direction) with four ft. wide shoulders. The proposed bridge will maintain the existing alignment and the approaches will be transitioned to meet the existing roadway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	900				
Fiscal Year Total		900	0	0	0	0
		Total FY 09-12		900		

MPMS# 49315 **Portzer Road Connector**
 AQ Code 2020M Route 663 to Route 309
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 14C Milford Township; Richland Township

Construct a two lane connector road from PA 663 to PA 309 northwest of Quakertown Borough using existing alignments for Portzer and Pumping Station Roads.

SAFETEA DEMO # 3032, PA ID# 495 - \$1.6 MILLION
 SAFETEA DEMO #4772, PA ID# 582 - \$1.6 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					13,900
CON	SXF					1,650
Fiscal Year Total		0	0	0	0	15,550
		Total FY 09-12		0		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 50633 **PA 263/Old York Road Concrete Rehab and Overlay**
 AQ Code S10 County Line Road to PA 413
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 8I, Buckingham Township; Warwick Township; Warminster Township
 12A

Reconstruction of PA Route 263 (York Road) for approximately 8 miles between Bristol Road (S.R. 2025) and Sugar Bottom Road (S.R. 2113). Widening to accommodate a continuous center turning lane, left turn lanes and right turn lanes. Includes complete reconstruction of the pavement. There will be no alignment changes. The existing conditions include 4 – 12' lanes, 8' shoulders and a 5' median. The proposed conditions include 4 – 12' lanes, 8' shoulders and an 11' continuous center turning lane. There are sections with sidewalks located within the project limits. No new bike or pedestrian facilities are proposed.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	1,559				
ROW	916	1,546				
CON	STU			11,000		
CON	STU				5,000	
CON	STU					11,000
Fiscal Year Total		3,105	0	11,000	5,000	11,000
			Total FY 09-12		19,105	

MPMS# 50634 **County Line Rd. Restoration (3R)**
 AQ Code S10 Kulp Rd. to PA 611
 HORSHAM AND
 Roadway Rehabilitation
 Horsham Township; Warrington Township

This is a 3R project from Kulp Road to PA 611 and is approximately 2.8 miles in length. The existing roadway consists of two 10' lanes and intermittent shoulders that vary from 2' to 12'. The proposed roadway will consist of milling and overlay and widening to provide two 11' lanes and 5' shoulders. A left turn lane southbound at Titus Ave. will be added. Existing sidewalk and curb is intermittent and will remain/replaced in-kind. One bridge will be replaced and will match the roadway cross section. This project will be coordinated with MPMS 64779.

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					8,000
CON	582					2,000
Fiscal Year Total		0	0	0	0	10,000
			Total FY 09-12		0	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 50650 **New Galena Rd. (Bridge)**
 AQ Code S19 over Walters Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): New Britain Township

Let Date: 3/15/2009

The bridge crossing Walters Run has a sufficiency rating of 59.1 in 2001. Due to the age and construction of the existing bridge (timer beams and timber decking overlaid with asphalt), the hydraulic deficiencies and this relatively low sufficiency rating.

The existing New Galena Road Bridge over Neshaminy Creek is a single span timber bridge on masonry abutments and is currently posted for 15 tons. Bridge is located approximately 1000 feet from the intersection of SR 152 and SR 4001, about 1.5 miles north of Chalfont. The approach roadway width is approximately 20' and the clear width on the bridge is approximately 19' as measured from face to face of the timber guiderail. Private driveways are located greater than 200' from the limits of the bridge. S.R. 4001 has an ADT of approximately 1000 vehicles per day.

This project involves the removal of an existing 16 foot timber stringer structure with a timber deck overlaid with asphalt. The structure will be replaced with a pre-cast 6 foot x 22 foot reinforced concrete box culvert. The project also includes approximately 800 feet of approach roadway reconstruction, guide rail replacement and minor drainage improvement.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	185	600				
Fiscal Year Total		600	0	0	0	0
		Total FY 09-12			600	

MPMS# 57619 **Route 313 Corridor**
 AQ Code 2020M Ferry Road to Broad Street
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): Doylestown Township; Hilltown Township; New Britain Township; Plumstead Township

This project includes corridor improvements along PA 313 (Swamp Road). Project provides for intersection improvements (left turn lanes) at PA 313 and Ferry Road. A center left turn lane will be provided for the length of the project. Two bridges will be reconstructed.

SAFETEA DEMO #2662, PA ID# 466 - \$1.6 MILLION

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	320				
FD	581	60				
CON	STU					9,129
CON	581					2,282
Fiscal Year Total		380	0	0	0	11,411
		Total FY 09-12			380	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 57623 **County Line Rd. Widening**
 AQ Code 2020M US 202 to Stump Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8H New Britain Township; Montgomery Township
 2030 LRP ID: 34

Let Date: 4/29/2009

This project includes the widening of S.R. 2038 (County Line Road) from 2-3 lanes to 5 lanes with 5' shoulders between S.R. 0202 (Doylestown Road) and Stump Road in New Britain, Warrington and Montgomery Townships. The project length is approximately 2.1 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements, new traffic signalization at Summer Ridge/Horizon Drive and at the proposed 202 Parkway, and the addition of sidewalks at many locations in the project corridor. This section of S.R. 2038 has experienced increased traffic congestion throughout the years and expected to continue with the emergence of residential and commercial properties in the area. The project may include the construction of 3 noise barriers and will include 71 partial right of way takes. Two buildings will be demolished by this project: the St. John Neumann cemetery office which is currently being relocated by the Archdiocese and a single home which is currently a rental property. This project will be coordinated with MPMS 64779. The 202 Parkway will not cover this gap area. The Stump Road section meets up to MPMS #64779, Stump Road to Kulp.

CMP commitments include bicycle and intersection improvements. Also see US 202 Section 700 commitments that impact this project. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581	4,000				
Fiscal Year Total		4,000	0	0	0	0
		Total FY 09-12			4,000	

MPMS# 57624 **Woodbourne Road and Lincoln Highway**
 AQ Code 2020M Woodburn/East Lincoln/Old Lincoln
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 4A, 5I Middletown Township

Let Date: 4/17/2009

The proposed roadway improvements will provide additional through lanes, right turn lanes and left turn lanes along Woodbourne Road from Terrace Road to First Street. The improvements will include traffic signal modifications for the intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road. The improvements on Lincoln Highway and Old Lincoln Highway will include additional right turn lanes and lengthening of existing left turn lanes.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP	1,940				
CON	581	485				
Fiscal Year Total		2,425	0	0	0	0
		Total FY 09-12			2,425	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 57625 **Route 232 Corridor and Intersection Improvements**

AQ Code R2 Neshaminy Creek to PECO Right-of-Way
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): Wrightstown Township

Let Date: 6/15/2009

Improvements to the intersection include new signalization, curvature realignment, and a truck climbing lane. Upgrade Route 232/Swamp Road intersection, provide truck climbing lane and realign curve in roadway. This project may provide for new signalization.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	HSIP	560				
CON	HSIP		2,000			
Fiscal Year Total		560	2,000	0	0	0
		Total FY 09-12			2,560	

MPMS# 57626 **Trenton Road**

AQ Code R1 at Bristol-Oxford Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 5I Falls Township; Middletown Township

Let Date: 4/17/2009

The project will focus on improving the overall level of service, safety and provide more defined traffic movements at the two offset intersections of SR 2018 (Trenton Road) and SR 2029 (Bristol-Oxford Valley Road). Lane capacity and a signal installation at the main intersection is essential to adequately upgrading both minor arterial highways. SR 2018 will be widened on both sides to accommodate side by side left-turn lanes in the eastbound and westbound directions for both intersections with SR 2029. The project will include the replacement of the existing parallel pipes and cross drains and the Lower Bucks County Joint Municipal Authorities Sewer lines within the project limits.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	2,400				
CON	581	600				
Fiscal Year Total		3,000	0	0	0	0
		Total FY 09-12			3,000	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 57629 **County Line Road Extension**
 AQ Code 2020M Bustleton Pike to Philmont Avenue
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 12A Lower Southampton Township; Philadelphia City

Provide a new roadway from Bustleton Pike to Philmont Avenue.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	581					250
CON	STU					1,600
CON	581					400
Fiscal Year Total		0	0	0	0	2,250
		Total FY 09-12			0	

MPMS# 57635 **Quakertown Joint Closed Loop**
 AQ Code 2020M Signal System
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 14C Quakertown Borough; Richland Township

Installation of a straight-forward closed loop system for Route 309, California Road and Main Street. Limits are Route 309, from West Pumping Station Road to Tollgate Road & Hickory Drive @ Route 663 & California Road @ East Pumping Station Road and West Pumping Station Road & Main Street, from Park Avenue to Richland Crossing Shopping Center driveway.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	CAQ	1,250				
CON	CAQ				2,000	
Fiscal Year Total		1,250	0	0	2,000	0
		Total FY 09-12			3,250	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 57639 **Newtown-Yardley Road**
 AQ Code 2020M at Penn Trail
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 13A Newtown Township; Newtown Borough

Let Date: 6/15/2010

Widening and pavement markings to provide one through lane in each direction along with protected left-turn lanes at the intersection of Newtown Yardley Road and Terry Drive/Lower Dolington Road. Installation of a traffic signal at the intersection of Newtown Yardley Road and Friends Lane. The upgrade of existing traffic signal equipment/operations on Newtown Yardley Road. Closed loop system interconnection of traffic signals on Newtown Yardley Road at Terry Drive/Lower Dolington Road, Friends Lane and Penns Trail. This system would be connected to the closed loop system along the Newtown Bypass (SR 0332).

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC					40
CON	STU					352
CON	LOC					88
Fiscal Year Total		0	0	0	0	480
		Total FY 09-12				0

Pennsylvania - Highway Program

Bucks

MPMS# 57641 **Bridgetown Pike**
 AQ Code 2020M County Line Road to Old Bristol Road
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5I, 12A Lower Southampton Township

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a 14'-0" shared thru/right turn lane in addition to the existing 11'-0" thru lane. The second is to add a 14'-0" right turn lane with 5'-0" sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). This section is 2,088 feet in length and is located in Lower Southampton Township (District 18), Buck County. This project is currently listed on the TIP.

Additional improvements consist of adding a shared 13'-0" through-right turn lane at the intersection of Bridgetown Pike & Buck Road. This auxiliary lane will be added to the intersection along the southbound direction of Bridgetown Pike. Bridgetown Pike is a 2-lane arterial from Old Bristol Road to Buck Road. However, it is a 4-lane arterial from Buck Road to County Line Road. Currently, vehicles use a 75'-0" long, striped shoulder at this location to make either a right turn onto Buck Road or to continue westbound thru the intersection onto Bustleton Pike using the rightmost existing receiving lane. This project will delineate this lane as a designated thru-right turn lane and lengthen the lane from 75'-0" to approximately 150'-0". Curbing and drainage modifications are proposed along eastbound Bridgetown Pike as part of the widening. As part of this project the existing eastbound pavement on Bridgetown Pike will be milled and overlaid along the length of widening.

In addition a dedicated 14'-0" right-turn lane will be added on northbound direction of Bristol Road at the intersection of Bristol Road and Bridgetown Pike. This approach to the existing T-intersection currently has only one approach lane; therefore right and left turns queue in this single lane. By adding an additional 500'-0" right-turn lane on this approach, more green time can be allocated to the traffic on Bridgetown Pike, thereby improving the flow of traffic on all the approaches of this intersection. Curbing and drainage improvements are proposed along westbound Bristol Road as part of the widening. As part of this project the existing northbound pavement on Bristol Pike will be milled and overlaid along the length of widening.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC	60				
UTL	LOC	150				
CON	CAQ		1,600			
CON	LOC		400			
CON	CAQ			800		
CON	LOC			200		
Fiscal Year Total		210	2,000	1,000	0	0
			Total FY 09-12		3,210	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 61682 **Old Route 13 Improvement Project**
 AQ Code A2 Borough Boundary to Mill Street
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4A Bristol Borough

The project involves the removal of an unused rail spur and the installation of a 8'-0" wide paved shared use path along the south side of Old Route 13 for 90% of its length, before crossing to the north side at Maple Beach Road. This Gateway Improvement project extends for roughly a half mile along Old Route 13 from the Rohm & Haas driveway (east of the Otter Creek bridge) to west end of bridge over Old Delaware Canal in Bristol Borough. The path will be constructed in the street right-of-way and an easement located on the rail spur closest to the road. A 48" high split rail fence will separate the trail from the rail spur. The project will also include additional drain inlets, stamped and colored asphalt crosswalks, signage, new lighting, landscaping and guiderail. The existing road surface is to be milled and a new wearing course of asphalt installed as part of the project.

Removal of rail tracks, installation of streetscape improvements, and construction of pedestrain trail along .5 mile segment.

\$750,000 TE funds were approved during the FY2001 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TOLL CREDIT

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 64779 **County Line Road Widening**
 AQ Code 2020M Stump Road to Kulp Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8H Horsham Township; Montgomery Township; Warrington Township
 2030 LRP ID: 34

This project includes the widening of S.R. 2038 (County Line Road) from 2 lanes to 5 lanes with 5' shoulders between Stump Road and Lower State/Kulp Road in Horsham, Warrington and Montgomery Townships. The project length is approximately 1.50 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements to the Lower State Road/S.R. 0152 (Limekiln Pike)/S.R. 2038 intersection and the addition of sidewalks. This section of S.R. 2038 has experienced increased traffic congestion throughout the years. The congestion is expected to worsen due to the ongoing emergence of residential and commercial properties in the area. This project will also eliminate multiple substandard vertical curves along S.R. 2038 which contribute to safety concerns at the intersection with Lower State Road and S.R. 0152. The project may include the construction of two noise barriers and will include 61 partial right of way takes. There are no anticipated residential or commercial relocations as a result of this project. This project will be coordinated with MPMS 50634 and 57623.

CMP commitments include bicycle and intersection improvements. Also see US 202 Section 700 commitments that impact this project. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	480				
FD	581	120				
UTL	STU		880			
UTL	581		220			
ROW	STU		2,400			
ROW	581		600			
CON	STU					5,477
CON	581					1,369
Fiscal Year Total		600	4,100	0	0	6,846
			Total FY 09-12		4,700	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 64780 **Swamp Road Corridor**
 AQ Code R4 Route 413 to Rushland Road
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Newtown Township; Wrightstown Township

Minor roadway widening, horizontal and vertical curve realignment, shoulder rehabilitation and associated drainage improvements. This project also includes the replacement of the culvert on Swamp Road at Penns Woods Road. The culvert at Penns Woods Rd. is being rehabilitated under project MPMS #64781, and fully replaced as part of this corridor project.

SAFETEA DEMO #2392, PA ID# 444 - \$2.4 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STP			1,600		
UTL	581			400		
ROW	STP			4,560		
ROW	581			1,140		
CON	STU					16,720
CON	581					4,180
Fiscal Year Total		0	0	7,700	0	20,900
		Total FY 09-12		7,700		

MPMS# 64781 **Swamp Road Culvert at Penns Woods Road**
 AQ Code X Bridge Repair/Replacement
 Newtown Township; Wrightstown Township

Structure reconstruction. Being progress concomitantly with the Swamp Rd Corridor project (MPMS# 64780). Rehabilitate the simple span steel I-Beam Girder bridge. This culvert is being rehabilitated under project MPMS #64781, and fully replaced as part of the corridor project, MPMS #64780.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	800				
FD	185	200				
UTL	BOO	400				
UTL	185	100				
ROW	BOO	400				
ROW	185	100				
CON	BOO					1,672
CON	185					418
Fiscal Year Total		2,000	0	0	2,090	0
		Total FY 09-12		4,090		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 65905 ***New Hope Cultural Canal Walk***
 AQ Code A2 New Hope/Delaware River
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): New Hope Borough

The construction of a pedestrian link from the new public parking facility to the Delaware River will connect visitors to the Borough's historic central business district, encourage increased use of the canal, and enhance the visitor's cultural experience. The project will also include landscaping and lighting improvements. 2002 Transportation Enhancement (TE) project.

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

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

MPMS# 65922 ***Ped/Bike Bridge, Route 13, East Coast Greenway***
 AQ Code A2 Across Rt. 13, north of Levittown Pkwy.
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 13A Tullytown Borough

Construction of an overpass for bikes and pedestrians across PA Route 13 as a component of the East Coast Greenway. The bridge will be located approximately 2000 feet north of Levittown Parkway where Route 13 divides.

\$500,000 TE funds were approved during the FY2002 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #71159, and 77449. A total of \$1.690 million TE funds have been recommended for this project.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 69824 **Rabbit Run Canal Bridge**
 AQ Code S19 Over PA Canal
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Solebury Township

The project involves replacing of the bridge carrying River Road (SR 32) over PA Canal-Rabbit Run. The purpose of the project is to maintain mobility within the project area. The bridge is structurally deficient due to severe rust and advanced section loss. There is also deterioration of short Crete covering on the far abutment. With a curb-to-curb width of only 19 feet, this bridge is functionally obsolete. The bridge carries a scenic 2 lane road over the PA Canal. The road and canal parallel the west bank of the Delaware River. The canal is a state park. The project setting is urban; the adjacent lands are used mostly for residential uses with a miscellaneous utility land. The project is on a level terrain. The 1932 steel stringer bridge that has wood truss railings, an imitation of the historic pony truss bridge at the crossing is supported on the original/early rubble fieldstone abutments and was built by the state of Pennsylvania. Loads are carried by the steel stringers. Although the bridge was built in 1932, it is finished to appear as a period structure.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	200				
UTL	BND	50				
ROW	BND	100				
CON	BND		2,613			
Fiscal Year Total		350	2,613	0	0	0
		Total FY 09-12			2,963	

MPMS# 69826 **Steinburg Road (Bridge)**
 AQ Code S19 Milford
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Milford Township

Let Date: 3/14/2010

This project involves replacing the culvert carrying Steinberg Road (SR 4059, Sect. STR) over Molasses Creek. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe cracking and missing sections. The project setting is suburban; adjacent lands are mostly residential with few vacant lands. The project is on a level terrain. The existing bridge was built by the State of Pennsylvania Department of Highways in 1920 (estimated).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916		261			
UTL	916			82		
ROW	916			82		
CON	916				820	
Fiscal Year Total		0	261	164	820	0
		Total FY 09-12			1,245	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 69827 **Street Road (Bridge)**
 AQ Code S19 Over Branch of Little Neshaminy Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Warrington Township

This project involves the replacement of the existing corrugated metal pipe culvert on a branch of Little Neshaminy Creek spanning Street Road. The purpose of the project is to maintain mobility within the project area. The culvert is structurally deficient due to heavy corrosion that caused cracks and holes throughout the corrugated metal pipe. The project is set on rolling suburban terrain along Street Road. The project area is situated South of a local golf course in which the creek ends. The project area is surrounded by areas used for industrial, commercial and residential purposes. The bridge was built in 1970 by the state of Pennsylvania.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	680				
Fiscal Year Total		680	0	0	0	0
		Total FY 09-12		680		

MPMS# 69912 **River Road (Bridge)**
 AQ Code S19 Over Tohickon Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Tincum Township; Plumstead Township

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge. This replacement bridge project is located on River Road (SR 32, Sec 520) between Cafferty Road and Ferry Road on the border of Plumstead and Tincum Townships, Bucks County, Pennsylvania. The project surrounding area is moderately rural and wooded. It is occupied by residential dwelling within the well-preserved 19th and early 20th century village of Point Pleasant. The arch bridge is a contributing resource in the National Register listed Point Pleasant Historic District. This bridge was built in 1919. The proposed pre-cast concrete arch bridge will complement the existing structure. Also, a temporary crossing will be built on the upstream side of the existing bridge to accommodate one lane of traffic during construction. Total approach roadway work is limited to 200' approximately.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	350				
UTL	185	50				
ROW	185	400				
CON	185		4,000			
Fiscal Year Total		800	4,000	0	0	0
		Total FY 09-12		4,800		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 70225 **Maple Avenue**
 AQ Code S10 Dublin Borough Line to Route 313
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Dublin Borough

Total roadway reconstruction inclusive of curbs, sidewalks, and storm drainage improvements.
 TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	1,500				
Fiscal Year Total		1,500	0	0	0	0
		Total FY 09-12		1,500		

MPMS# 70226 **South Main Street**
 AQ Code S2 Route 332 to Silver Creek Bridge
 Not SOV Capacity Other
 Adding Subcorr(s): Yardley Borough

Let Date: 7/15/2009

Installation of storm sewer inlets and piping to correct extremely poor drainage facilities which cause the roadway to flood during a rainfall.
 TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	1,200				
Fiscal Year Total		1,200	0	0	0	0
		Total FY 09-12		1,200		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 71159 *Ped/Bike Bridge, Route 13, East Coast Greenway*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 13A Tullytown Borough

Construction of a pedestrain bridge to cross Rt. 13 in order to provide safe passage for the Delaware Canal Towpath.

\$500,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

Also see MPMS #65922 and 77449. A total of \$1.690 million TE funds have been recommended for this project.

The following phase(s) will be funded locally:

PE - \$40,000
 FD - \$200,000

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

MPMS# 71912 *Point Pleasant Pike - Betterment Project*

AQ Code S2
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Warwick Township

This "Betterment" project will address faulty retaining walls. The goal of Betterment projects is to make improvements which will bring the road up to current standards. S.R. 1006 (Point Pleasant Pike) is located in Plumstead Township, Bucks County. S.R. 1006, Section RTW begins west of Tollgate Road and ends at Tohickon Hill Road. Residences are present along both sides of Point Pleasant Pike. The paved roadway is approximately 20 feet wide with one lane in each direction and intermittent shoulders of varying widths (two foot maximum). A shallow drainage swale and steep rock cut slope typically parallel the eastbound lane. Guide rail lines a steep embankment along the westbound lane and Geddes Run roughly parallels the westbound lane. The existing right-of-way along S.R. 1006 is 40 feet wide. Slope stability analyses were performed along the corridor. Approximately 4570 feet of slope stability will be necessary. Guide rail will also be placed along the westbound lanes in embankment areas steeper than 1V: 3H.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	3,000				
CON	STU		2,500			
Fiscal Year Total		3,000	2,500	0	0	0
		Total FY 09-12				5,500

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 72906 *Afton Avenue Streetscape HTSSRS*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Yardley Borough

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 involves streetscape improvements along Afton Avenue in Yardley's Central Business District, extending from the Delaware River to Lake Afton. Improvements will include replacement of existing sidewalks as well as crosswalks, signage, lightning, as well as accessibility and amenity improvements.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$861,500 funding will be drawn down at the appropriate time.

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

MPMS# 72908 *Broad and Main St. Streetscape Quakertown HTSSRS*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 14C Quakertown Borough

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.

Replace the sidewalks, install imprinted asphalt crosswalks, new street lights and street trees to improve the esthetics and pedestrian safety at the intersection of Broad and Main Streets in uptown Quakertown as part of the Main Street program's ongoing plans. The goal is to coordinate these improvements with the Borough's water and sewer line replacement project for that area.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$426,055 funding will be drawn down at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 72909 *Destination Doylestown Phase II HTSSRS*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8H, Doylestown Township
 8I

Let Date: 1/15/2009

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.

Construction of a shared use bituminous pavement path, through the Delaware Valley College campus, between the intersection of US 202 and New Britain Road and the intersection of Lower State Road and Wells Road. 10' wide path by approximately 0.9 mile long plus replacement of a SEPTA railroad bridge underpass on the active R-5 line over Farm View Drive; also drainage improvements, concrete curb, pavement markings, signing and landscape plantings.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$862,500 funding will be drawn down at the appropriate time.

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

MPMS# 74827 *Delaware Canal Enhance*
 AQ Code X12 Yardley and Bristol Boroughs
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4A

Delaware Canal Enhancement
 Yardley and Bristol Boroughs
 Transportation Enhancements

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF				2,400	
CON	LOC				600	
Fiscal Year Total		0	0	0	3,000	0
		Total FY 09-12				3,000

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 75793 **Tyburn Rd Bridges (6)**
 AQ Code S19 Tyburn Rd
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5I Falls Township

Let Date: 1/15/2010

This project entails the superstructure rehabilitation/ replacement and substructure rehab to six bridges on Tyburn Road (SR 2020). These bridges carry Tyburn Road over Newbold Road, Amtrak, an underpass, Warner Company Road, Conrail, and Pennsylvania Avenue. As part of this rehabilitation structures will be analyzed and retrofitted to address seismic loading conditions. Road way reconstruction will be minimal and it will be limited to profile changes to address the substandard vertical clearance issues. Project involves coordination with CSX and Amtrak. During construction Tyburn Road will be open for traffic at least one lane in each direction.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	2,000				
UTL	916	2,000				
ROW	916		105			
CON	916D		1,000			
CON	916D			8,000		
CON	916D				25,000	
Fiscal Year Total		4,000	1,105	8,000	25,000	0
		Total FY 09-12			38,105	

MPMS# 77448 **Lindenfield Ped. Bridge/Fairveiw Park Ped. Trail**
 AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8H Chalfont Borough

This project includes the installation of a pedestrian bridge over the North Branch of Neshaminy Creek, two pedestrian bridges over a tributary to the West Branch of Neshaminy Creek and portions of pedestrian trails throughout Chalfont Borough.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$411,441 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 77449 **Route 13 Pedestrian Bridge-Tullytown Bucks County**

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 5l Tullytown Borough

Construction of a pedestrain bridge to cross Rt. 13 in order to provide safe passage for the Delaware Canal Towpath. This funding for phase 2 of the project will provide funds for the unanticipated deep support pilings necessary & cost increases in material.

\$690,000 TE funds were approved during the FY2006 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #65922 and 71159. A total of \$1.690 million TE funds have been recommended for this project.

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

MPMS# 77455 **Broad/Main/Front Streets Streetscape, Phase III**

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 14C Quakertown Borough

This project includes the installation of patterned concrete crosswalks & lighting that is more in character with the historic nature of downtown Quakertown. It will increase pedestrian access by re-configuring & landscaping the central triangle dividing East & West Broad Street & encouraging more appropriate downtown parking options.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$482,755 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 77456 *Route 13 Redevelopment Project*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4A Bristol Township

This project involves a complete rehabilitation of the Croydon business district. This project will serve as the impetus to completing redevelopment efforts along the entire 11-mile corridor in the study area.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$510,000 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 77468 *SR 413 -Langhorne Borough Streetscape, Phase I*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4A, Langhorne Borough
 5I

This project involves creating an attractive, safe walkable environment in Langhorne Borough and encourages walking, bicycling & the use of public transportation to help reduce traffic congestion & increase retail trade. Work will occur on (1) SR#413 in Langhorne Borough, specifically between Winchester Avenue south of(Twin rail tunnels) to the Southern Boro Line at the PennWood Library (Bucks County Free Library). Work is within the PADot right of way. AND (2) Mayors' playground (SR 213 & SR413) walkway to Heckman Elementary school on Cherry Street and connecting grounds of Woods Services residential treatment center for disabled.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$280,712 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Bucks

MPMS# 77469 *Doylestown Borough Safe Routes to School*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8H, Doylestown Borough
 8I

This project includes the installation of new curb, sidewalk & curb ramps where none exist in the vicinity of Linden Elementary School in Doylestown Borough. In an effort to provide safe passages to schools located within the Borough, new sidewalks are proposed along portions of East Street, West Oakland Avenue, Washington Street, Union Street, Decatur Street, Doyle Street, Avenue A, and North Franklin Street. Curb ramps are proposed where prompted by safety and accessibility concerns. Work along East Street will additionally include grading, the demolition of a retaining wall, and the construction of a replacement retaining wall.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$201,250 will be drawn from MPMS #64984 at the appropriate time.

An additional \$100,000 Regional STE was drawn down from MPMS #77469, Doylestown Borough Safe Routes to School and programmed for the construction of MPMS #72907 - Doylestown Borough Safe Routes to School HTSSRS in FY07. Only \$101,250 STE funds remain for this project and will be drawn down from MPMS #64984 at the appropriate time.

An additional \$101,250 Regional STE was drawn down from MPMS #77469, Doylestown Borough Safe Routes to School and programmed for the construction of MPMS #72907 - Doylestown Borough Safe Routes to School HTSSRS in FY07. No STE funds remain for this project.

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

MPMS# 78506 *Irish Mtghouse/Deep Run*
 AQ Code S19 BEDMINSTER TWP
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s):

SR 4025 O/Deep Run
 Bedminster Twp
 Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	100				
FD	185		100			
ROW	185		50			
CON	185			1,000		
Fiscal Year Total		100	150	1,000	0	0
		Total FY 09-12				1,250

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Bucks

MPMS# 80056 *Mill Road Bridge over Neshimany Creek*

AQ Code X

Bridge Repair/Replacement
Hilltown Township

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP	160				
FD	185	30				
FD	LOC	10				
UTL	STP			40		
UTL	185			7		
UTL	LOC			2		
CON	STP			800		
CON	185			150		
CON	LOC			50		
Fiscal Year Total		200	0	1,049	0	0
			Total FY 09-12		1,249	

MPMS# 80100 *Cold Spring Creamery/Burnt House Hill Rds Roundabt*

AQ Code R1

Buckingham Township

Minor SOV Capacity

Intersection/Interchange Improvements

Subcorr(s):

Buckingham Township

Let Date: 5/15/2009

The project will involve replacing the current intersection configuration with a one lane Roundabout and improvement of associated roadway approaches. It also includes the installation of a bike/pedestrian trail within project limits connecting with George M. Bush Park. The project will accommodate bicycles and pedestrians with a multiuse path on the outer radius of roundabout that connects to the center island at the pedestrian weigh stations.

The township will be responsible for engineering and right-of-way at 100% local in 2007 with construction estimated in 2007. Construction will be funded from the district wide roundabout line item, MPMS #76173 \$800,000 in FY07. An additional \$100,000 from the roundabout line item has been added to construction.

Result: \$900,000 for CON in FY07

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	900				
Fiscal Year Total		900	0	0	0	0
			Total FY 09-12		900	

Total for Bucks	80,977	65,951	60,751	60,710	1,343,458
		Total FY 09-12	268,389		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 13866 **Lee's Bridge Road (Bridge)**
 AQ Code S19 over Black Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): West Nottingham Township

Let Date: 11/15/2009

The purpose of this project is to maintain mobility and transportation in the project area of southern Chester County. Lee's Bridge Road is a vital link to the lower half of West Nottingham Township. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

The existing bridge is structurally deficient. Atop the bridge deck, the asphalt wearing surface has moderate damage. The concrete of the deck's underside exhibits random cracks, heavy scaling and various areas of spalling. The concrete encased I-beams have exposed bottom flanges with significant rust and moderate delamination. The bearing plates are missing for several I-beams at the pier. The concrete collar abutments exhibits mortar that is cracked or missing in the stone masonry. There is undermining of the pier and far abutment. The overall condition of the structure is poor.

This project involves the replacement of the bridge. Minimal approach work is anticipated, since the construction will occur along the same horizontal alignment. There will be a modified vertical alignment to integrate the new structure. A temporary road will be constructed for emergency services and local traffic. The substandard bridge width (of 17.5 ft.) is structurally obsolete - the proposed structure has a bridge width of 28 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. Currently, the structure has a posted weight limit of 20 tons - the new bridge will require no weight restriction.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	100				
ROW	BND	50				
CON	BND		1,895			
Fiscal Year Total		150	1,895	0	0	0
		Total FY 09-12		2,045		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 13885 **Hare's Hill Road Bridge**
 AQ Code S19 over French Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Pikeland Township

The bridge is a National Register listed bridge that is posted for weight restricted loads. The project intends to determine an accurate weight capacity of the existing bridge and rehabilitate the structure improving the load bearing capacity of it without adversely affecting the historical integrity of the bridge. The bridge has already been recorded for HABS/HAER. The bridge was built in 1869. It is a 103' 4" single span structure. It contains stone masonry abutments and an open grid deck and is composed of wrought iron girder trusses with latticed webbing.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	50				
UTL	BOO	40				
UTL	185	10				
ROW	BOO	100				
CON	BOO	1,500				
Fiscal Year Total		1,700	0	0	0	0
			Total FY 09-12		1,700	

MPMS# 13910 **White Horse Road Bridge**
 AQ Code S19 Over Pickering Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9B Schuylkill Township

Let Date: 3/15/2009

The purpose of the project is to replace the existing 3-span reinforced concrete bridge carrying Whitehorse Road over Pickering Creek and Reservoir in Schuylkill Township, Chester County with a new 128.5 foot, 3-span continuous composite pre-stressed concrete adjacent box beam bridge structure. The current curb-to-curb width is 19.0 feet and the ADT is 5,332. The bridge is currently posted with an 18 ton load limit (25 ton combination). The narrow structure does not meet current design standards for width resulting in a less than ideal safety condition. The new bridge will consist of two 12 foot lanes with 6 foot shoulders on each side which will accommodate Bicycle Route S. A detour will be used during construction for both traffic and bicycles. The traffic signals at Pothouse and Valley Park Roads will be temporarily adjusted for the detour. Utility relocations and adjustments are anticipated. The total project length is approximately 275 feet.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	550				
UTL	BOO	50				
ROW	BOO	100				
CON	BND		2,195			
Fiscal Year Total		700	2,195	0	0	0
			Total FY 09-12		2,895	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 13945 **US 202, PA 252 to US 30 (Sec. 300 Design)**
 AQ Code 2020M US 30 to Howelville Rd./Swedesford Rd.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8B, 8C, 8D East Whiteland Township; Tredyffrin Township
 2030 LRP ID: 43

This project serves as the design phase for US 202 Section 300 from North Valley Road to US 30 (Exton Bypass). This project involves widening and reconstruction of approximately 6.7 miles of limited access highway on existing alignment. The widening will provide a total of three travel lanes in each direction and includes interchange modifications.

This project is coordinated with MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail).

ITS treatments are complete

CMP commitments include transit, ITS, and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the transit and rail component of the approved CMP package for Section 300 of the Route 202 Reconstruction project.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	NHS*	4,850				
Fiscal Year Total		4,850	0	0	0	0
		Total FY 09-12			4,850	

MPMS# 14055 **PA 162, Strasburg Rd. (Copes Bridge)**
 AQ Code S19 over E. Branch of Brandywine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Bradford Township; West Bradford Township

Let Date: 10/23/2008

The S.R. 0162, Section 58S Bridge, also known as Cope's Bridge and the Strasburg Road Bridge, is a three-span, stone arch bridge with outside span lengths of 12.8 meters (42 feet) and a center span length of 20.1 meters (66 feet). Located within the Taylor-Cope Historic District in East Bradford Township, Chester County, PA, the bridge was built in 1807 and is listed on the National Register of Historic Places. Alterations to the bridge consist of complete rebuilding of the spandrel walls and pier pilasters with complete replacement of all original materials above the arch barrels in 1927, modern gabion basket repairs to replace a large section of collapsed wingwall in 1996, and modern concrete repairs to a portion of the northwest corner of the arch barrel and lower spandrel wall in 2002. The structure is currently posted to a 15-ton weight limit. The structure will be rehabilitated in a manner to allow both preservation and strengthening in accordance with the Secretary of the Interior's Standards for Rehabilitation and the PHMC's determination.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	6,604				
Fiscal Year Total		6,604	0	0	0	0
		Total FY 09-12			6,604	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 14134 **West Bridge Street (Bridge)**
 AQ Code S19 Over Amtrak
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Parkesburg Borough

Let Date: 3/15/2009

The existing bridge on West Bridge Street in the Borough of Parkesburg is structurally deficient and functionally obsolete. The structural deterioration advanced to the point that the bridge was no longer able to safely carry vehicular loads. The bridge was closed to traffic in 1994. In addition to the vehicular restriction, both sidewalks are restricted from use due to the severe deterioration of the wooden deck. The existing roadway width of 5.8 meters (19.0 ft) contains two travel lanes and no shoulders. This bridge will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOF					4,800
CON	183					900
CON	LOC					300
Fiscal Year Total		0	0	0	0	6,000
		Total FY 09-12		0		

MPMS# 14202 **Landenberg Road (Bridge)**
 AQ Code S19 Over East Branch of White Clay Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): New Garden Township

Let Date: 10/9/2008

The project consists of the replacement of an existing single-span, pony truss bridge on Landenberg Road over the East Branch of White Clay Creek with a single-span, rolled steel stringer bridge with a length of 78 feet. The original truss lines will be incorporated into the new bridge as ornamental features along each fascia. The structure roadway width will be increased from 18'-4" to 20'-0". The roadway profile at the bridge will be raised to provide the required flood clearance for the deeper superstructure. Approach roadway reconstruction will be limited to providing a smooth transition from existing conditions. After construction of the new bridge, ownership will be turned over to New Garden Township.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	2,560				
Fiscal Year Total		2,560	0	0	0	0
		Total FY 09-12		2,560		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 14203 **Strasburg Road/Mortonville (Bridge)**
 AQ Code S19 Over West Branch of Brandywine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Fallowfield Township

Let Date: 10/9/2008

This project involves the proposed rehabilitation of the existing f this two lane, historic, stone arch ,bridge structure (Mortonville Bridge) carrying S.R. 3062 (Strasburg Road) over the West Branch of Brandywine Creek. The Mortonville Bridge is a four-span spandrel, stone arch bridge originally constructed in 1826. The Rehabilitation Alternative will include complete structure rehabilitation with the construction of a new reinforced concrete slab that cantilevers beyond each fascia, providing a 26 foot wide roadway.
 The bridge does not currently have sidewalks and sidewalks will not be added to the bridge during the rehabilitation. Minor widening will be included if feasible. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	4,500				
Fiscal Year Total		4,500	0	0	0	0
		Total FY 09-12			4,500	

MPMS# 14236 **Little Washington Road Bridge**
 AQ Code S19 over Culbertson Road
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Brandywine Township

Let Date: 4/15/2012

Replace bridge. Reconstruct approach roadway. Minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916		250			
ROW	916		100			
CON	916D				1,000	
Fiscal Year Total		0	350	0	1,000	0
		Total FY 09-12			1,350	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 14251 **Chandler Mill Road (Bridge)**
 AQ Code S19 over West Branch of the Red Clay Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Kennett Township

Replace Chandler Mill Road Bridge over West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient (sufficiency rating of 18), functionally obsolete, and posted for 8 tons. The bridge is part of the Chester County Planning Commission's recommended bikeway network.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	BOO		40			
ROW	185		7			
ROW	LOC		2			
CON	BOO					960
CON	183					180
CON	LOC					60
Fiscal Year Total		0	49	0	0	1,200
		Total FY 09-12			49	

MPMS# 14296 **US 30, Lancaster Avenue**
 AQ Code R2 at Waterloo Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8J Easttown Township

Add left turn lanes on all four approaches, modernize the traffic signal, and realign the Waterloo Rd. approaches.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					2,800
CON	581					700
Fiscal Year Total		0	0	0	0	3,500
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

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Chester

MPMS# 14327 **PA 926 (Bridge)**
 AQ Code S19 over Brandywine Creek (west of Creek Rd)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Birmingham Township; Pocopson Township

Let Date: 12/15/2009

Current structure is failing and is posted. Bridge replacement and improve roadway approaches. Project also includes a structure over Radley Run.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		5,135			
Fiscal Year Total		0	5,135	0	0	0
		Total FY 09-12			5,135	

MPMS# 14336 **Pine Swamp Rd. (Bridge)**
 AQ Code S19 Over Pine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Warwick Township

This project involves replacing the bridge carrying Pine Swamp Road (SR 345, Sec PSW) over Pine Creek in Warwick Township. The purpose of this project is to maintain mobility within the project area. The existing one lane bridge is functionally obsolete and structurally deficient due to corrosion and cracking throughout. The project is in a rural setting with rolling terrain. Adjacent land use is primarily residential with forested land and maintained lawn within the project area. The 33'-long steel stringer bridge is supported on a rubble course masonry substructure and has W beam guide rails replacing the original pipe rails, and converts a two lane road into a single lane for passing over the creek. The bridge was built in 1929 and is common throughout the state of Pennsylvania.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	180				
UTL	BND	20				
CON	BND		2,200			
Fiscal Year Total		200	2,200	0	0	0
		Total FY 09-12			2,400	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14337 **Harmonyville Rd. Bridge II**
 AQ Code S19 over French Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Warwick Township

This project involves the replacement of a single span steel beam bridge, built in 1937, carries Harmonyville Road (SR 4018) over French Creek in Warwick Township, Chester County, PA. The structure is currently posted to an 18-ton weight limit. The bridge is located within the rural North Warwick Historic and Archaeological Historic District and is surrounded on three sides by Crows Nest Preserve, a holding of the Natural Lands Trust. The existing structure is now weight restricted and posted to 18 tons. The ADT is less than 500. The bridge is not historically listed but is described as a contributing element to the North Warwick Historic and Archaeological District. A new prefabricated, architecturally enhanced, concrete arch structure is proposed to replace the existing structure. The proposed roadway is two 10' lanes and two 2' shoulders. The project includes approximately 500' approach roadway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	400				
UTL	185	30				
ROW	185		46			
CON	185		1,045			
Fiscal Year Total		430	1,091	0	0	0
		Total FY 09-12			1,521	

MPMS# 14339 **North Creek Road Bridge**
 AQ Code S19 over West Branch of White Clay Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): London Britain Township

The S.R. 3103 (North Creek Road), Section CBR project involves the replacement of the existing steel I-beam bridge over the West Branch of White Clay Creek with a prestressed concrete box beam bridge. The existing structure carries one lane of traffic with a 16' curb-to-curb width and a 38' span. The structure is to be replaced with a 37.5' prestressed concrete box beam bridge on the same horizontal alignment as the existing structure. The curb-to-curb width of the proposed structure is 28', resulting in an overall structure width of approximately 35.4' including barriers. The increased structure width will require minor right-of-way acquisitions from the properties on either side of the roadway. The approach roadway work associated with the project is limited to the work necessary to replace the structure and tie the increased bridge width into the existing roadway approaches. Due to the limited scope of work, the approach roadways will not be improved. The roadway is owned by the Township through the 'turnback' program, and the bridge is owned by PennDOT.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	1,040				
Fiscal Year Total		1,040	0	0	0	0
		Total FY 09-12			1,040	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14354 **Chestnut Street (Bridge)**
 AQ Code S19 Over Amtrak/SEPTA R5
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8M Downingtown Borough

Let Date: 5/15/2010

The proposed project involves the replacement of a 4-span steel girder bridge, with minimal shoulders, with a minor improvement to the vertical crest which spans over active AMTRAK, CSX and Norfolk Southern rail lines in East Caln Twp. & the Borough of Downingtown, Chester County, PA. The new bridge will be on the same alignment and includes approximately 600 ft. of approach roadway reconstruction to provide vertical clearances over railroad tracks.

The existing bridge has a load limit of 16 tons, except combination loading is 30 tons. The 25 ft. clear roadway width is too narrow for two vehicles, and the steel girders extending above the deck surface create a hazard. The structure was recently closed because sections of concrete were falling off the bridge. The superstructure and substructure both have a poor condition rating. The structure has a sufficiency rating of 52. In addition, the salt contamination of the concrete over the years from salting of the highways in the winter does not support rehabilitation of this structure.

This bridge is part of PA Bicycle Route "L." The bicycle and pedestrian checklists will be incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOF	1,600				
UTL	183	300				
UTL	LOC	100				
ROW	BOF	80				
ROW	183	15				
ROW	LOC	5				
CON	BOF		2,560			
CON	185		480			
CON	LOC		160			
CON	BOF			2,560		
CON	185			480		
CON	LOC			160		
Fiscal Year Total		2,100	3,200	3,200	0	0
			Total FY 09-12		8,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14484

PA 41 Study

AQ Code X1

Delaware State Line to PA 926

Major SOV Capacity

Other

Subcorr(s): 5A

Avondale Borough; New Garden Township; London Grove Township; Londonderry

2030 LRP ID: 45

Township

Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment. Actual cost estimates for construction will be determined with the completion of the Environmental Impact Statement. The value expressed in the 'Later Fiscal Years' is not a commitment, nor an allocation, nor a decision on an alternative. The Later Fiscal Years cost estimates for engineering, right of way, and construction serve more as a public notice of potential costs for future budgetary purposes.

SAFETEA DEMO #851, PA ID# 357 - \$3.360 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	4,000				
PE	581	1,000				
FD	SXF			4,000		
FD	581			1,000		
CON	STP					32,000
CON	581					8,000
Fiscal Year Total		5,000	0	5,000	0	40,000
			Total FY 09-12		10,000	

MPMS# 14492

Pickering Road (Bridge #315)

AQ Code S19

over Pickering Creek

Not SOV Capacity

Bridge Repair/Replacement

Adding Subcorr(s):

East Pikeland Township

Let Date: 4/15/2009

Replace Pickering Road Bridge over Pickering Creek in East Pikeland Township. This County owned bridge (#315) is structurally deficient (sufficiency rating of 19), functionally obsolete, and closed.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183	784				
CON	LOC	196				
Fiscal Year Total		980	0	0	0	0
			Total FY 09-12		980	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14504 PA 52 Relocation

AQ Code 2020M PA 926 to US 1
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 5A East Marlborough Township; Kennett Township; Pennsbury Township
 2030 LRP ID: 17

Let Date: 1/15/2010

This project includes the relocation of SR 0052 between US 1 and SR 0926. SR 0052 will be relocated for approximately 5,000 linear feet and will take place on Longwood Garden's property. Also included with this project will be intersection of SR 0052 and SR 0926, SR 0052 and US 1 north leg and SR 0052 and US1 south leg. It involves the construction a two lane relocation of the existing roadway at the eastern border of the Longwood Gardens property to correct a safety problem due to poor intersection and roadway geometry. This road is part of the Chester County Planning Commission recommended bikeway network.

SAFETEA DEMO #4776, PA ID# 586 - \$200,000
 SAFETEA DEMO #2894, PA ID# 482 - \$960,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,160				
CON	STU	1,340				
CON	581	625				
CON	STU		10,200			
CON	581		2,550			
CON	STU				2,400	
CON	581				625	
Fiscal Year Total		3,125	12,750	0	3,025	0
		Total FY 09-12			18,900	

MPMS# 14515 PA 100

AQ Code 2020M Shoen Rd. to Gordon Dr.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8L Uwchlan Township; West Whiteland Township
 2030 LRP ID: 42

Provide an additional travel lane in each direction. CMS Improvements in the form of the Lionville Park and Ride lot was completed in the initial phase of this project. ITS treatments for this section of roadway are included in the US Route 202 ITS project, MPMS #64479.

ITS Treatments are complete.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581					21,585
Fiscal Year Total		0	0	0	0	21,585
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14532 US 30, Coatesville Downingtown Bypass

AQ Code S10 PA 10 to Exton Bypass
 Minor SOV Capacity Roadway Rehabilitation
 Subcorr(s): 8M Various
 2030 LRP ID: 4

Let Date: 1/15/2017

Roadway reconstruction of approximately 14 miles of limited access highway and interchange ramp modifications to improve safety, reduce congestion, and upgrade deteriorating infrastructure.

Project is located in East Caln Township, Downingtown Borough, Caln Township, Coatesville City, Valley Township, West Caln Township, Sadsbury Township, West Sadsbury Township

TEA 21 DEMO -\$600,000
 SAFETEA DEMO #3172, PA ID# 504 - \$4 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	NHS	1,000				
PE	SXF	600				
PE	581	400				
PE	SXF		1,800			
PE	581		450			
FD	NHS					12,648
FD	581					3,162
ROW	NHS					4,944
ROW	581					1,236
CON	NHS					451,760
CON	581					112,940
Fiscal Year Total		2,000	2,250	0	0	586,690
		Total FY 09-12			4,250	

MPMS# 14541 US 1, Baltimore Pike

AQ Code 2020M Kennett Square Bypass to Greenwood Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 5A East Marlborough Township
 2030 LRP ID: 44

Let Date: 1/15/2012

Widen from two lanes in each direction to three lanes in each direction and relocate the School House Rd. intersection. Add left turn lanes on US 1 at School House Rd. and install new traffic signals.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581				3,800	
Fiscal Year Total		0	0	0	3,800	0
		Total FY 09-12			3,800	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14580 **US 1 Expressway Reconstruction**
 AQ Code S10 PA 472 - PA 896
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Oxford Borough; Lower Oxford Township; Upper Oxford Township
 2030 LRP ID: 3

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. See also MPMS #14581.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	581					2,000
PE	581					1,000
PE	581					1,000
CON	NHS					64,000
CON	581					16,000
Fiscal Year Total		0	0	0	0	84,000
		Total FY 09-12				0

MPMS# 14581 **US 1 Expressway Reconstruction**
 AQ Code S10 PA 896 to Schoolhouse Road
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 5M Penn Township; London Grove Township; New Garden Township; East Marlborough
 2030 LRP ID: 3 Township; Kennett Township

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii.
 Project is contained in Penn Twp., London Grove Twp, New Garden Twp., East Marlborough Twp. and Kennett Twp

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	NHS					800
PE	NHS					1,600
PE	NHS					800
PE	NHS					1,600
PE	581					400
PE	581					400
PE	581					200
PE	581					200
CON	NHS					64,000
CON	581					16,000
Fiscal Year Total		0	0	0	0	86,000
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14587 **Springton Rd. (Bridge)**
 AQ Code S19 over branch of Indian Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Wallace Township

Replace this posted bridge, which is the northernmost bridge on Springton Road, just north of MPMS #64847. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

The project includes the removal and replacement of the existing structure and associated approach work. The limits of reconstruction will extend approximately 100' from the existing structure on both roadway approaches. The reconstructed area will consist of 11' travel lanes and 3' shoulders, ultimately tying back into the existing roadway dimensions at the limits of the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916			490		
Fiscal Year Total		0	0	490	0	0
		Total FY 09-12		490		

MPMS# 14602 **Fairview Road Bridge (Culvert)**
 AQ Code S19 over Beaver Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Nantmeal Township

Let Date: 1/15/2009

Replace the existing Fairview Road (S.R. 4031), single span timber bridge (14' long, 18.5' wide) over Beaver Run in Nantmeal Township Chester County. The ADT is approximately 656. It was built in 1930, but is not historically listed. It is weight restricted and posted for 18 tons. But is not historically listed. Rehabilitation is proposed to strengthen the structure and will consist of replacing the existing superstructure and deck while retaining the current timber fascia beam appearance. Aesthetically enhanced guide rail will be incorporated as well. Scour protection will be placed at the abutments and minimal approach roadway work is required. Traffic will be detoured on PA Routes 401 and 100 during construction. The total project length is approximately 250 feet.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	185	40				
ROW	185	60				
CON	185	600				
Fiscal Year Total		700	0	0	0	0
		Total FY 09-12		700		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14613 **PA 41, Gap Newport Road**
 AQ Code R1 at Baltimore Pike
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 5A London Grove Township

Safety and Mobility Improvements for the Intersection of SR 41 (Gap Newport Road) and Old Baltimore Pike. Modification of this intersection as a roundabout will increase safety and mobility.

HSIP Safety Funding for this project has been drawn from MPMS #57927

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	HSIP	200				
FD	LOC	50				
UTL	HSIP		500			
ROW	HSIP		1,000			
CON	HSIP			3,000		
Fiscal Year Total		250	1,500	3,000	0	0
			Total FY 09-12		4,750	

MPMS# 14653 **State Street Bridge**
 AQ Code S2 Over Amtrak's Harrisburg Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Parkesburg Borough

Remove the dilapidated vehicular bridge piers. Bridge has been closed to traffic since the 1970-s and was removed in 1998. Extension of Public Utilities Commission requires removal before the end of 2012. A new pedestrian bridge may be constructed. Resolution from the Public Utilities Commission is needed before this project advances to construction.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP			1,200		
CON	183			225		
CON	LOC			75		
Fiscal Year Total		0	0	1,500	0	0
			Total FY 09-12		1,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14663 **Chester Valley Trail**
 AQ Code A2 Warner Road to Church Farm School Road
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8C, East Whiteland Township; West Whiteland Township; Tredyffrin Township
 8L, 8M

Let Date: 1/15/2010

Design and construction of multi-use trail to the North of S. R. 0030, through East and West Whiteland and Tredyffrin Townships, Chester County and in Upper Merion Township, Montgomery County. The project will rehabilitate approximately 19.0 kilometers (12.0 mi) of abandoned rail line into a multi-use trail, consisting of a 3.7 – meter (12.0 – ft) wide, primarily paved asphalt trail , with 0.5 meter (1.5ft) wide graded shoulders. The Chester Valley Trail will link Valley Forge National Historic Park, the Schuylkill River Trail, and the county-owned Struble Trail. The multimodal trail will primarily follow the abandoned Chester Valley Railroad and will convert rail to trail. This MPMS #14663 incorporates funding and work previously shown in MPMS #16743 and 14675. The project may be broken down further at the appropriate time to simplify construction management.

This trail project is part of a larger effort to provide regional cross-county trail connections. Also see MPMS #16705.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	CAQ	80				
UTL	LOC	20				
ROW	CAQ	80				
ROW	LOC	20				
CON	CAQ		9,456			
CON	LOC		2,364			
CON	STE			2,740		
CON	CAQ			7,420		
CON	LOC			2,540		
Fiscal Year Total		200	11,820	12,700	0	0
				Total FY 09-12	24,720	

MPMS# 14680 **Rapp's Dam Covered Bridge**
 AQ Code X12 Over French Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9A East Pikeland Township

Rehabilitation and painting of the Covered Bridge

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	330				
ROW	185	50				
CON	185			1,200		
Fiscal Year Total		380	0	1,200	0	0
				Total FY 09-12	1,580	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 14698 **US 422, Berks Co. to Schuylkill River**

AQ Code S10
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): North Coventry Township; West Pottsgrove Township
 2030 LRP ID: 2

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Also see MPMS #s 16738, 64220, 64222, and 66986.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO					10,636
CON	185					2,659
Fiscal Year Total		0	0	0	0	13,295
		Total FY 09-12			0	

MPMS# 14699 **PA 113, Gay St. (Bridge)**

AQ Code S19 over French Creek & Norfolk Southern RR
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9B Phoenixville Borough

Let Date: 11/29/2007

Replacement of the High bridge. Construction is underway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO*	7,200				
CON	BOO*		7,433			
Fiscal Year Total		7,200	7,433	0	0	0
		Total FY 09-12			14,633	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 15385 **US 202 (Section 100 Design)(ES1)**
 AQ Code 2020M Matlack Street to Delaware State Line
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8A Various
 2030 LRP ID: 39

This project serves as the design phase for Section 100 of Route 202. Improvements along 7.5 miles of US 202 between Matlack Street and the Delaware State Line to address congestion and deficiencies in the existing transportation network. This project is currently in the draft environmental impact statement phase. Current alternatives include widening, grade-separation of interchanges, and other intersection improvements. No funds will be programmed for additional phases until the conclusion of the DEIS. This project spans numerous municipalities in both Chester and Delaware Counties, including West Goshen, Westtown, Thornbury (Chester), Thornbury (Delaware), Birmingham, Chadds Ford, Concord, and Bethel

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU				2,400	
FD	581				600	
FD	STU					5,600
FD	581					1,400
Fiscal Year Total		0	0	0	3,000	7,000
		Total FY 09-12			3,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 47137 **PA 41 at Zook Rd., and Bridge over Octoraro**

AQ Code R1 Bridge over Octoraro Creek
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): West Sadsbury Township

Let Date: 12/18/2008

This project consists of the widening of S.R. 0041 from two 11 foot wide lanes with 8 foot wide shoulders to three 11 foot wide lanes with 10 foot wide shoulders to provide for a continuous 450' center left turn lane and dedicated left turn lanes on northbound and southbound S.R. 0041 at the intersections with Zook Road and Simmonstown Road/Sadsbury Avenue. The existing 24 foot span Reinforced Concrete T-Beam structure carrying S.R. 0041 over Pine Creek will be replaced with a 65 foot span Precast Concrete Spread Box Beam structure. The structure will remain on existing alignment. The project will also include the construction of a stormwater detention basin and a wetland replacement area.

Add left turn lanes of both approaches of PA 41 and widen bridge over Octoraro Creek. \$1.463 DEMO moved to this project from #47421.

TEA-21 Earmark 1107 - PA ID# -173
 Remaining earmark available -\$1,304,462

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	4,018				
Fiscal Year Total		4,018	0	0	0	0
			Total FY 09-12		4,018	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 47979 Paoli Transportation Center (Road Improvements)

AQ Code R1 US 30 and Paoli Pike
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8K Willistown Township; Tredyffrin Township

The Paoli Transportation Center will provide a new intermodal transportation center just west of the existing Paoli train station that serves Amtrak, SEPTA's R5, and various bus routes. This project includes roadway, bridge, intersection, and signalization improvements in and around the Paoli Transportation Center. The improvements will address access and circulation needs for vehicles, buses, bicyclists, and pedestrians. The improvements will be focused on roadways around the new transportation center including US 30 (Lancaster Avenue), North Valley Road, and Central Avenue. See MPMS #60574 for the transit components of the Intermodal Center.

The Paoli Transportation Center project will provide a new intermodal transportation center just west of the existing Paoli train station which serves AMTRAK, SEPTA's R5, and various bus routes. See MPMS #60574 for the transit components of this project.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	CAQ			1,200		
PE	581			300		
PE	CAQ				1,200	
PE	581				300	
Fiscal Year Total		0	0	1,500	1,500	0
		Total FY 09-12			3,000	

MPMS# 47985 Fairview Road (Bridge)

AQ Code S19 over Tweeds Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Lower Oxford Township

Let Date: 12/15/2008

The proposed project involves the replacement of Chester County Bridge #261, which carries Fairview Road over Tweed Creek, in Lower Oxford Township. It is a one-span (single lane) bridge with a curb to curb width of 17 feet. Land use around the bridge is agricultural and rural residential. This bridge is structurally deficient (sufficiency rating of 24), functionally obsolete, and closed.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP	901				
CON	183	169				
CON	LOC	56				
Fiscal Year Total		1,126	0	0	0	0
		Total FY 09-12			1,126	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Chester

MPMS# 57659 **French Creek Parkway**
 AQ Code 2020M PA 113 to Bridge St.(Phoenix Steel site)
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 9B Phoenixville Borough
 2030 LRP ID: 41

Construct collector road to serve uses in redeveloped area consisting of one lane by direction with left turn lanes where needed; construct two bridges to carry road over French Creek.

A 120 acre parcel is scheduled for redevelopment consisting of office, retail and residential uses. Site would also contain a train station for the proposed future passenger rail service. This redevelopment is estimated to create over 5,000 jobs.

TOLL CREDIT

SAFETEA DEMO #1336, PA ID# 387 - \$4 MILLION

SAFETEA DEMO #4771, PA ID# 581 - \$1 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	200				
FD	SXF		1,150			
ROW	SXF					500
CON	STP					22,000
Fiscal Year Total		200	1,150	0	0	22,500
		Total FY 09-12				1,350

MPMS# 57664 **Newark Rd.**
 AQ Code R4 at Hillendale Rd.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): New Garden Township

Let Date: 3/15/2010

SR 3033 (Newark Rd) will be widened to add a left turn lane for the SB Newark to Hillendale Rd turn movement, and widened shoulders to meet criteria and improve sight distance. There are no existing or proposed pedestrian or bike facilities.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	581					30
FD	581					100
UTL	581					25
ROW	581					100
CON	581					102
CON	581					372
Fiscal Year Total		0	0	0	0	729
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 57679 **State Rd. (Bridge)**
 AQ Code S19 over White Clay Creek (east of PA 896)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): New London Township

Let Date: 7/3/2008

SR 3004, Section C01, State Street over West Branch of White Clay Creek, New London Township, Chester County - The project is the replacement of an existing functionally obsolete, concrete slab bridge. The proposed structure is a 7-ft x 15-ft precast box culvert with precast end sections. The proposed roadway section will accommodate two 11-ft lanes and two 3-ft shoulders. The structure crosses a wild and scenic river and as such required coordination with U.S. Department of the Interior; stone form liners are to be utilized on the wing walls to satisfy the regulatory agencies

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	185	350				
Fiscal Year Total		350	0	0	0	0
		Total FY 09-12		350		

MPMS# 57680 **Union St. Bridge over W. Branch of Brandywine Crk.**

AQ Code S19 South of Modena Rd.
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Modena Borough

This project is the replacement of a non-historic bridge with a low sufficiency rating of 41.3. This bridge provides an essential link for the public and emergency services between the north and south sides of the Brandywine Creek in Modena Borough. The existing bridge is 105 feet long with a curb to curb width of 23 feet and two 4 feet wide sidewalks. The proposed replacement bridge is 106'-6" long and provides two 14 feet wide lanes and a 4 feet wide sidewalk on each side. In addition to the bridge replacement, minor approach roadway reconstruction will occur as well as utility relocation. Coordination with other projects is not required for this project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	50				
UTL	BND	100				
CON	BND	2,500				
Fiscal Year Total		2,650	0	0	0	0
		Total FY 09-12		2,650		

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Chester

MPMS# 57681 **Sheeder Mill Rd. (Bridge #194)**
 AQ Code S19 over French Creek (S. of Pughtown Rd.)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Vincent Township; West Vincent Township

Let Date: 1/15/2009

Rehabilitate Sheeder Mill Road Bridge over French Creek (S. of Pughtown Rd.) in East and West Vincent Townships. This County owned bridge (#194) is structurally deficient (sufficiency rating of 27), functionally obsolete, and posted for 6 tons. Rehabilitation will increase posted limit to serve emergency vehicles and small trucks and repair historic features."

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183	904				
CON	LOC	226				
Fiscal Year Total		1,130	0	0	0	0
		Total FY 09-12			1,130	

MPMS# 57683 **Old Gap-Newport Pike (Bridge)**
 AQ Code S19 over Valley Creek (north of Creek Rd.)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Atglen Borough

Let Date: 8/15/2009

The project involves the replacement of the Old Gap Newport Pike Bridge over Valley Creek. The existing Old Gap Newport Pike Bridge is a two span, steel I-beam bridge that was built in 1930 and rehabilitated in 1950. The bridge, owned and operated by Atglen Borough, was determined eligible for listing on the National Register of Historic Places. Project involves minimal roadway work and utility pole relocation.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		3,000			
Fiscal Year Total		0	3,000	0	0	0
		Total FY 09-12			3,000	

MPMS# 57684 **PA 82 Trail**
 AQ Code A2 parallel to PA 82, btw. PA 926 & Mill Rd
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): East Marlborough Township

Provide a bicycle/pedestrian trail to connect schools, parks, residential areas and retail

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ				800	
CON	LOC				200	
Fiscal Year Total		0	0	0	1,000	0
		Total FY 09-12			1,000	

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Pennsylvania - Highway Program

Chester

MPMS# 59434 **Schuylkill River Trail (Q20)**
 AQ Code A2 Route 29 to Hanover Street
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): North Coventry Township; East Coventry Township; East Vincent Township; East Pikeland Township; West Pottsgrove Township; Lower Pottsgrove Township; Pottstown Borough; Upper Providence Township; Lower Providence Township

Environmental studies, preliminary and final design, and construction of a 12.7 mile trail. This section is part of a 14.6 mile multi-use trail between Phoenixville Borough in Chester County and the Montgomery/Berks County border. The trail will have a 12-foot wide paved surface with 4 foot grass shoulders. It will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. The public biking and hiking trail will eventually connect to the current trail terminus at Oaks.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	CAQ	1,040				
FD	LOC	260				
ROW	CAQ			160		
ROW	LOC			40		
CON	CAQ					9,000
CON	LOC					2,250
Fiscal Year Total		1,300	0	200	0	11,250
		Total FY 09-12		1,500		

MPMS# 60687 **Southern Chester County Rail Corridor Improvement**

AQ Code M9 Rail Corridor Improvements (Q26)
 Not SOV Capacity Other
 Adding Subcorr(s): 5A Pocopson Township

Let Date: 1/15/2009

The purpose of this project is install additional track to facilitate the safe and efficient movement of freight cars to and from Wilmington, DE and points north and west. This improvement will eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic. The revised scope will achieve comparable safety, air quality, and operational benefits by constructing a 2100 ft rail siding in Pocopson Township to enable the movement and switching of freight rail cars.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ		432			
CON	LOC		108			
Fiscal Year Total		0	540	0	0	0
		Total FY 09-12		540		

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Pennsylvania - Highway Program

Chester

MPMS# 61885 **Schuylkill River Trail**
 AQ Code A2 along South Bank of French Creek (Q42)
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8B, Phoenixville Borough
 9A

Let Date: 8/15/2011

Multipurpose trail along the south bank of the French Creek linking a proposed station of the Schuylkill Valley Metro, the existing Schuylkill River Trail, SEPTA bus service, the downtown business district, and a proposed 120-acre mixed use development.

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

MPMS# 62863 **PA 100 Vanguard Improvement**
 AQ Code 2020M PA 113 to Township Line Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8L Uwchlan Township
 2030 LRP ID: 49

Let Date: 6/19/2008

This project will grade separate the existing at-grade, signalized intersection of PA 100 and Sheree Boulevard in an effort to mitigate congestion on PA 100 at a critical congestion point near PA 113 and the PA Turnpike Downingtown Interchange. A series of ramps and channelized movements will reduce the existing and future conflicts between through traffic on PA 100 and turning movements from and to Sheree Boulevard. Improvements include the following: new interchange ramps between southbound Route 100 and Sheree Boulevard; a bridge structure carrying Sheree Boulevard over Route 100; construction of a new Collector-Distributor Road and associated ramp to a proposed new Uwchlan Township loop road servicing proposed developments; sections of new auxiliary lanes along Route 100 southbound between Route 113 and Sheree Boulevard, and northbound between 113 and the Pennsylvania Turnpike Ramp X; reconstruction of PA turnpie ramps X and V; relocation of Marsh Creek Drive; and various signal upgrades. The project would complement the system of local collector roads that has been planned and built by Uwchlan Township and will address the existing development along Sheree Boulevard as well as the approved Vanguard development, a 2.5 million square –foot office complex.

This project will connect two existing bike trail systems in Uwchlan Township with the new bridge over PA 100 providing a safer bike and pedestrian crossing of PA 100 which effectively acts as a barrier to the trail system.

CMP commitments include circulation and pedestrian improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	ECON	9,500				
CON	ECON		5,500			
CON	LOC					11,250
Fiscal Year Total		9,500	5,500	0	0	11,250
		Total FY 09-12				15,000

DVRPC FY 2009-2012 TIP for PA

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Chester

MPMS# 64220 **US 422 Expressway/Chester County-M2B/M03**
 AQ Code S19 Schuylkill River-PA 724: Sec. M2B andMO3
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): North Coventry Township
 2030 LRP ID: 2

Reconstruct approximately 2.4 miles of expressway (from just east of the "up-river" Schuylkill River Bridge Crossing #1 to just west of the "down-river" Schuylkill River Bridge Crossing #2), including four (4) bridges carrying SR 0422 over Laurelwood Road, SR 0100, Hanover Street, and Ramp GH; and one (1) bridge carrying Keim Street over SR 0422. Increase horizontal radii to meet current design standards. Acceleration / deceleration lanes at SR 0100 Interchange, Hanover Street Interchange, Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Install new traffic signal at the intersection of PA 724 and Ramps for PA 724 Interchange. Section M2B (MPMS # 14698) is included in this project.

Also see MPMS #'s 64222, 16738 and 66986

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	NHS					1,208
FD	581					302
UTL	NHS					400
UTL	581					100
ROW	NHS					200
ROW	581					50
CON	NHS					24,000
CON	581					6,000
Fiscal Year Total		0	0	0	0	32,260
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

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Chester

MPMS# 64222 **US 422 Expressway/Chester and Montgomery M1A**
 AQ Code S19 Over river, RR, and US 422: Section M1A
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Lower Pottsgrove Township; North Coventry Township
 2030 LRP ID: 2

Reconstruction of approximately one mile of expressway on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. The Armand Hammer Boulevard Interchange will be realigned from a Trumpet configuration with tight loop ramps and indirect connection, to a Diamond configuration with a direct connection between Armand Hammer Boulevard and SR 0422. Three (3) bridges carrying SR 0422 over the Schuylkill River, Norfolk Southern Railroad Spur, and Norfolk Southern Railroad Mainline (24.0 Sufficiency Rating), will be reconstructed; and one (1) bridge carrying Armand Hammer Blvd. over SR 0422 will be reconstructed providing 16'-6" of vertical clearance. The Schuylkill River Bridge is a fracture critical structure with Hone-like details (a similar SR 0422 structure with the same type of details experienced girder fracture in 2003). The new structure will have a multi-girder superstructure. The replaced bridge will provide for a 14 foot wide Schuylkill River Trail crossing separated from the vehicular traffic using concrete barrier. As part of the interchange reconfiguration, one (1) existing structure carrying SR 0422 over Ramp EF will be removed. A new traffic signal will be provided at the intersection of Armand Hammer Blvd. and Ramps E and F, while the existing signal at Ramp C and Industrial Highway will be replaced, both to be interconnected with the existing signal along Armand Hammer Blvd at the Home Depot entrance. Also see MPMS #s 14698, 16738, 64220, and 66986.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO	1,600				
UTL	185	400				
ROW	BOO	400				
ROW	185	100				
CON	BOO			22,300		
CON	185			5,617		
CON	BOO				22,380	
CON	185				5,632	
Fiscal Year Total		2,500	0	27,917	28,012	0
				Total FY 09-12	58,429	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 64494 **US 202, Swedesford Rd. - Rt. 29 (Sec. 320 Mainln)**

AQ Code 2020M Little Valley Creek Bridge to Swedesford
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8C, 8D East Whiteland Township; Tredyffrin Township
 2030 LRP ID: 43

Let Date: 3/15/2011

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails.

This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

CMP commitments include transit, ITS, and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU			4,088		
CON	NHS			20,440		
CON	NHS				20,440	
CON	STU				4,088	
CON	STU					12,264
CON	NHS					40,880
Fiscal Year Total		0	0	24,528	24,528	53,144
				Total FY 09-12	49,056	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 64498 **US 202, Exton Bypass to Rt. 29 (Sec. 330- Mainln)**

AQ Code 2020M Exton Bypass to Little Valley Creek Brdg

Major SOV Capacity Roadway New Capacity

Subcorr(s): 8C, 8D East Whiteland Township

2030 LRP ID: 43

This project involves widening and reconstruction of approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge. In addition, improvements will be made at the SR 401 interchange area, which include widening SR 401 between the ramp intersections, along with the installation of traffic signals at the ramps. An additional lane and shoulder in each direction will be added within the existing grass median along the mainline. Widening of SR 401 will occur between ramps. Additional left and right turn lanes will be added along SR 401 to accommodate ramp turning movements. The right shoulder will be widened to meet current design standards. There will be no bike/ped facilities along the Limited Access Highway portion, however Chester County's future Chester Valley Trail will cross beneath the highway approximately one-half mile south of the SR202/SR401 Interchange through a proposed culvert. To accommodate pedestrians and bicyclists using the future Chester Valley Trail, the existing 3-span bridge crossing over the trail will be replaced with a continuous pre-cast arch culvert approximately 250' in length and will be paved within the states right-of-way.

Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp intersections. There are no accommodations for pedestrians along the Limited Access Highway portion of SR 202.

This project is coordinated with MPMS 13945 (overall design project for Section 300), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

CMP commitments include transit, ITS, and bicycle improvements. (Many CMP commitments are also relevant for US 202 Section 400.) See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS				14,560	
CON	STU				14,560	
CON	NHS					34,235
CON	STU					9,445
Fiscal Year Total		0	0	0	29,120	43,680
		Total FY 09-12			29,120	

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MPMS# 64847 **Springton Road (Bridge)**
 AQ Code S19 Over Indian Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Wallace Township

Let Date: 8/15/2009

The project includes the removal and replacement of the existing structure and associated approach work as well as the replacement of two cross pipes on either side of the existing structure. The southern limit of reconstruction will extend approximately 160' from the existing structure to incorporate the cross pipe replacement, at which point it will tie back into the existing lanes. The northern limit of reconstruction will extend approximately 200' from the existing structure to incorporate the cross pipe replacement, at which point it will taper back to the existing lane dimensions. The remaining roadway between the Indian Run Bridge and the North Branch of Indian Run Bridge will be resurfaced (approximately 250'). The reconstructed area will consist of 11' travel lanes and 3' shoulders, ultimately tying back into the existing roadway dimensions at the limits of the project. This project is just south of MPMS #14587.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	1,025				
Fiscal Year Total		1,025	0	0	0	0
		Total FY 09-12		1,025		

MPMS# 65613 **US 202, Four Overhead Bridges (Sec. 311)**
 AQ Code S19 US 30 to North Valley Road
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8B, East Whiteland Township; Tredyffrin Township
 8C
 2030 LRP ID: 43

Let Date: 11/8/2007

Replacement of four overhead bridge structures within US 202 Section 300 in East Whiteland and Tredyffrin Townships. Swedesford Road (North) near Route 29 and Route 29 bridges will be replaced. The Cedar Hollow Road bridge will be demolished and a bridge on a new alignment will be constructed. The Rail Crossing bridge north of Cedar Hollow Road will be modified and raised to accommodate a municipal bicycle and pedestrian trail. This is in preparation for Section 300 mainline widening and reconstruction. These bridges are the second of 2 advance bridge contracts to proceed prior to the construction of the mainline US 202 construction for Sections 320 and 330 in order to alleviate traffic congestion during the mainline expressway construction. This is the construction breakout project from MPMS #64493.

This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14663 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP*		8,436			
Fiscal Year Total		0	8,436	0	0	0
		Total FY 09-12		8,436		

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Chester

MPMS# 65901 *Lincoln Highway Enhancement Plan*

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8M Caln Township

Let Date: 5/1/2008

The project involves the construction of a pedestrian sidewalk on the south side of Lincoln Highway from North Bailey Road to 900-feet east of the intersection at a mid-block pedestrian crossing. The sidewalk will connect to the existing walkway/sidewalk along the frontage of Thorndale Shopping Center. Sidewalk will also be constructed on the north side of Lincoln Highway from Municipal Drive to S.R. 0340/Bondsville Road. This proposed sidewalk will connect to the existing sidewalk at both intersections. The project also includes lighting, benches and landscaping.

A combination of pedestrian safety, streetscape and landscaping along the Lincoln Highway in the township. See MPMS #77458

\$525,000 TE funds were approved during the FY2002 project selection process, and will be drawn down from MPMS #64984 - Transportation Enhancements, at the appropriate time.

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

MPMS# 69645 *East Reeceville Rd. (Bridge)*

AQ Code S19 Over Beaver Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Brandywine Township

Let Date: 1/15/2009

The existing East Reeceville Road Bridge over Beaver Creek is a single lane, single span (31') steel beam structure supported by stone masonry abutments and wingwalls. The bridge was originally constructed in 1934 and is currently weight restricted to 15 tons. It is presently considered structurally deficient due to heavy steel beam corrosion and section loss. The existing roadways approaching the bridge consist of two 11-foot opposing lanes with no shoulders. The two opposing 11' approach lanes narrow to one lane over the bridge. This project will include replacing the bridge and approximately 250' of approach roadway improvements, 125' each side of the new bridge. The proposed bridge will be a 36'-9" single span prestressed concrete spread box beam structure, 28' wide curb-to-curb, carrying two 11' opposing lanes and two 3' shoulders. The superstructure will be supported by reinforced concrete abutments and wingwalls on shallow spread footings. The minimum vertical under clearance of the bridge from the bottom of the superstructure to the streambed is 4'-7". To safely carry motorist across the bridge and meet current roadway design and safety criteria, moderate changes to the vertical and horizontal roadway alignment are necessary. These modifications include shifting the centerline of the existing roadway slightly south, vertical re-profiling and providing a mild super elevated horizontal curve across the bridge. Additional roadway work includes drainage and other safety improvements.

This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	850				
Fiscal Year Total		850	0	0	0	0
		Total FY 09-12				850

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Chester

MPMS# 69647 **US 322/Brandywine Creek Ave.(Bridge)**
 AQ Code S19 Over Brandywine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8M East Caln Township; West Bradford Township

Let Date: 12/15/2010

This project involves the replacement of the existing bridge. The structure to be replaced is a three span "fracture critical" steel thru girder bridge. Each span is 72' in length totaling 216'. The existing bridge is 23' wide curb-to-curb and carries one lane of traffic in each direction as well as Pennsylvania's Bike Route L. A sidewalk obstructed by guiderail is located on the western side of the bridge. Reinforced concrete abutments and piers skewed 45 degrees to the roadway centerline support the steel superstructure. The approach roadways north and south of the bridge are approximately 40' wide and consist of 2-12' lanes and 2-8' shoulders. The proposed structure is a three span prestressed concrete bridge. The proposed bridge out-to-out width is 49' 11 1/4', curb to curb is 40' and consists of 2-12' lanes and 2-8' shoulders. The proposed sidewalk width is 5-5 3/4'. The new bridge lane and shoulder widths will match the existing approach roadway lane and shoulder widths. The new 8' shoulders across the bridge will also serve as bike lanes for Pennsylvania's Bike Route L. Reinforced concrete abutments and piers skewed 60 degrees to the roadway centerline will be utilized to support the superstructure and better align with the stream flow.

The proposed approach roadway work will be limited to drainage and safety improvements. The approach roadways will be repaved as part of this project, no approach widening is anticipated. A slight change to the existing vertical profile is anticipated to fit the new bridge into the site. The horizontal alignment however will remain unchanged. No public or private utilities are currently located on the bridge.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	150				
ROW	916	150				
CON	916D			4,180		
Fiscal Year Total		300	0	4,180	0	0
		Total FY 09-12			4,480	

MPMS# 69910 **Fairview Road (Bridge)**
 AQ Code S19 Over Beaver Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): East Nantmeal Township

The purpose of this project is to replace the existing bridge which is structurally deficient. This bridge is suffering from 100% section loss of exposed reinforcement members on its slabs and severe spalling and scaling on its pier. The existing bridge upholds one lane for each approach. The 2 span, 40' long, reinforced concrete slab bridge built in 1923 by the county. It has paneled parapets, and is supported by concrete abutments and a concrete pier.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	150				
UTL	BND	50				
ROW	BND	100				
CON	BND		1,300			
Fiscal Year Total		300	1,300	0	0	0
		Total FY 09-12			1,600	

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MPMS# 69911 **Harmonyville Road (Bridge)**
 AQ Code S19 Over Pine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Warwick Township

The project involves the replacement of the Green Valley Road Bridge over a tributary to the West Branch of the Brandywine Creek. Due to structural deficiency, the bridge was closed to traffic on May 2, 2000. The single-span, 22'-long steel stringer bridge has metal resil-flex and steel angle railings, steel grid deck, and stone abutments with concrete caps. Built in 1937, the bridge is a representative example of the standard steel stringer bridge type and design developed by the state highway department in the early 1930s for use on rural highways. It is significant in association with its undisturbed rural setting.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	100				
UTL	BND	50				
ROW	BND	100				
CON	BND		750			
Fiscal Year Total		250	750	0	0	0
		Total FY 09-12			1,000	

MPMS# 69916 **Gap Newport Pike (PA 41) (Bridge)**
 AQ Code S19 Over Knight Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): West Fallowfield Township

Let Date: 1/15/2010

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 16.5' of fill. It is not considered historical. The existing sufficiency rating is 60.8. The structure currently has an ADT of 13,614 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will be capable of carrying 12' lanes with 12' shoulders (total 48') but will be constructed to match the existing configurations. Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.
TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	150				
ROW	916	200				
CON	916D		3,000			
Fiscal Year Total		350	3,000	0	0	0
		Total FY 09-12			3,350	

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MPMS# 69917 **Gap Newport Pike (PA 41) (Bridge)**

AQ Code S19 Over Valley Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Atglen Borough

Let Date: 12/15/2010

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 12.0' of fill. It is not considered historical. The existing sufficiency rating is 44.7. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right (total 52'). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately ½ mile (includes SR 41/Section NPP) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	150				
ROW	916	200				
CON	916			3,292		
Fiscal Year Total		350	0	3,292	0	0
		Total FY 09-12			3,642	

MPMS# 69918 **Gap Newport Pike (PA 41) (Bridge)**

AQ Code S19 Over Officers Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Atglen Borough

Let Date: 2/15/2011

This project is the replacement of an existing single span reinforced concrete T-beam bridge with a spread box beam widening on the left side with a prestressed concrete spread box beam bridge. It is not considered historical. The existing sufficiency rating is 76.4. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' with varying shoulders (8' to 10') and has a variable width raised mountable median providing for a minimum of 51'-3" curb-to-curb. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right and a 15' median providing an 11' turn lane and a 4' painted traffic separator (total 70'-4 ½"). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately ½ mile (includes SR 41/Section VCB) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	150				
ROW	916	100				
CON	916			3,000		
Fiscal Year Total		250	0	3,000	0	0
		Total FY 09-12			3,250	

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Pennsylvania - Highway Program

Chester

MPMS# 69919 **Lower Valley Road(PA 372) (Bridge)**

AQ Code S19 Over Officers Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Atglen Borough

The project involves replacing the bridge carrying Newport Pike (SR 41) over Officers Run. This project is the replacement of an existing two span reinforced concrete slab bridge with a prestressed concrete adjacent box beam bridge. It is not considered historical. The existing sufficiency rating is 17.5. The structure currently has an ADT of 4,532 with 12% trucks. The existing lane widths are 12' lanes and 4' shoulders (total approx. 32'). The proposed structure will have 12' lanes with 5' shoulders on each side (total 34'). Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO					1,328
CON	185					332
Fiscal Year Total		0	0	0	0	1,660
		Total FY 09-12				0

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Pennsylvania - Highway Program

Chester

MPMS# 70227 PA 29 Phase III
 AQ Code R1 PA 29 at Charlestown Rd & Whitehorse Rd
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8C East Whiteland Township; Charlestown Township

Let Date: 1/15/2010

This is the third and final phase of an economic development partnership project to add channelization to adjacent intersections along PA 29. The second phase of the project was awarded in November 2003.

This project consists of intersection improvements at the signalized intersections of Morehall Road (S.R. 0029)/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. Morehall Road (S.R. 0029) will be widened north of Yellow Springs Road to provide for a 10 foot wide southbound left turn lane, two 12 foot wide northbound through lanes, one 11 foot wide southbound through lane, a 13 foot wide curbed southbound through lane and a 5 foot wide northbound shoulder. Charlestown Road will be widened to provide for a 14 foot wide westbound right turn lane onto Morehall Road. Morehall Road will be widened south of Whitehorse Road to provide for an additional 11 foot southbound through lane and the existing northbound right turn lane will be converted to a thru/right lane. Morehall Road will be widened between Whitehorse Road and Charlestown Road to provide for a 11 foot wide northbound left turn lane, two 12 foot wide northbound through lanes, a 12 foot wide northbound right turn lane an 11 foot wide southbound left turn lane two 12 foot wide southbound through lanes and 5 foot shoulders on both sides of the road. Phoenixville Pike will be widened east of Charlestown Road to provide for two 12 foot wide westbound left turn lanes, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and 5 foot shoulders on both sides of the road. Charlestown Road will be widened to provide for an 11 foot wide southbound left turn lane, two 12 foot wide southbound through lanes, two 12 foot wide northbound through lanes and 5 foot shoulders on both sides of the road. West of Charlestown Road, Phoenixville Pike will be widened to provide for a 12 foot wide left turn lane, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and a 5 foot wide shoulder on both sides of the road. Traffic signals will be upgraded or replaced at the intersections of Morehall Road/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. The existing Norfolk Southern railroad crossing of S.R. 0029, just south of Phoenixville Pike, will be upgraded to current standards or removed, based on continuing discussions between PennDOT and Norfolk Southern.

Note that the \$1.9 million in FY08 for construction are 100% STATE SPIKE funds

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SPK-SH			1,900		
CON	581			130		
CON	TPK			538		
CON	581				2,000	
CON	TPK				802	
CON	STP					4,030
CON	581					1,340
Fiscal Year Total		0	0	2,568	2,802	5,370
				Total FY 09-12	5,370	

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Chester

MPMS# 70240 **US 30 Business**
 AQ Code 2020M Exton Mall to US 202
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8L West Whiteland Township
 2030 LRP ID: 46

This project consists of the widening of Business Route 30 (S.R. 3040) from two 12 foot wide lanes with 8 foot shoulders to five 12 foot wide lanes with 2 foot curbed shoulders to provide for a continuous center left turn lane between Exton Square Mall and S.R. 0202. There will be dedicated left turn lanes on eastbound and westbound S.R. 3040 at the intersection with Ship Road, Spingdale Road and Belden Boulevard. Ship Road will be widened to provide for 12 foot left turn lanes in both the northbound and southbound directions at the intersection with S.R. 3040. Two culverts will be replaced and 600 feet of stream will be relocated as a result of the widening. New traffic signals will be installed at the intersections of Business Route 30/Ship Road, Business Route 30/Springdale Road and Business Route 30/Belden Boulevard.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC					1,325
ROW	NHS					536
ROW	LOC					134
CON	NHS					3,156
CON	LOC					789
Fiscal Year Total		0	0	0	0	5,940
		Total FY 09-12			0	

MPMS# 70241 **Kennett Square Closed Loop Signal System**
 AQ Code 2020M State/Cypress/Union Streets
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5A Kennett Square Borough

Install a closed loop traffic system on various streets at approximately 7 intersections in Kennett Square Borough including State Street, Cypress Street and Union Street (PA 82). The project was recommended in a transportation- land use study done by the Kennett Regional Planning Commission. The purpose would be to reduce overall traffic delay in the commercial district without creating excessive speeds with proper integration to the pedestrian network. State/Cypress Streets (Signals)

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ				640	
Fiscal Year Total		0	0	0	640	0
		Total FY 09-12			640	

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Chester

MPMS# 71193 PA Bicycle Route L Realignment & Safety

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8M East Bradford Township; West Bradford Township

This project will realign 2.3 mi of Bicycle PA Route L between West Chester and Downingtown. The realignment will construct a paved, multi-use trail parallel to the existing route along PA Route 322 between the intersections of Bradford Avenue and Harmony Hill Road.

\$230,000 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 - \$10,000
 FD - \$50,000
 ROW - \$80,000

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

MPMS# 71195 Coatesville Train Station Rehabilitation

AQ Code M8
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 8M Coatesville City

Rehabilitation of the existing Amtrak train station as part of the Transportation Enhancements program and \$1 million specially earmarked FTA funds.

\$300,323 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 - \$8,333
 FD - \$41,667

This project may be suitable for ITS treatments.

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

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Pennsylvania - Highway Program

Chester

MPMS# 71196 SR 340 Sidewalk Connector Project

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8M Caln Township

This project will provide for the installation of a sidewalk along State Route 340, connecting GO Carlson Boulevard's sidewalk with the sidewalk on Lincoln Highway (Business 30).

\$97,750 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 - \$2,000 ; FD - \$10,000; ROW - 10,000

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

MPMS# 71197 Sadsburyville Village Enhancement Plan

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Sadsbury Township

Streetscape program to improve pedestrian safety and to beautify Lincoln Highway (Bus. Rt 30) in Sadsburyville (Sadsbury Township, Chester County) through the introduction of sidewalks, crosswalks, street trees and traffic calming elements.

The Sadsburyville Village Traffic Enhancement Project involves the provision of improvements along a portion of Lincoln Highway (Business Route 30) to increase pedestrian safety and mobility within the historic village of Sadsburyville, Sadsbury Township, Chester County, PA. The scope of the traffic enhancements include the installation of sidewalks, crosswalks, curb extensions and bulb outs, traffic islands, and tree planting. These improvements, along with lane re-striping, will facilitate on-street parking, while reducing vehicle speeds, increase pedestrian mobility, and generally improve the streetscape in this village.

\$436,250 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 - \$12,000
 FD - \$60,000
 UTL - \$45,000

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

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MPMS# 71198 *Park Road Trail*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 8L Upper Uwchlan Township

This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. ½ mile). There currently is no sidewalk or trail and pedestrians and bicyclists must use the roadway. The existing roadway consists of two 11' lanes with no shoulders. The proposed trail will be 6' wide and be within existing ROW. The project will be coordinated with MPMS 65903 (Trail over the turnpike).

\$400,000 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 - \$14,000
 FD - \$70,000
 UTL - \$7,000
 ROW - \$8,000

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

MPMS# 72910 *Coatesville Third Avenue Train Station HTSSRS*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8M Coatesville City

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 provide for pedestrian improvements along 3rd Avenue between the Coatesville Train Station and Lincoln Highway. The project includes sidewalk widening and replacement, street trees, street furniture, crosswalks, and lightning.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

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

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Chester

MPMS# 72911 **Phoenixville Streetscape HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 9B Phoenixville Borough

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.

The project consists of the revitalization of the 100, 200, and 300 block of Bridge Street which consists of the intersections of routes 29, 113, and a minor route 420. The installation of sidewalks, street lightning and street furniture will highlight the effort to revitalize the Borough. The effort is being undertaken in conjunction with the Pennsylvania DCED Main Street Program.

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.

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

MPMS# 72912 **West Grove Community Streetscape HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, 10A West Grove Borough

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 provide for pedestrian improvements in the Central Business District within West Grove Borough along Evergreen Avenue, Prospect Avenue and Exchange Place. Improvements include sidewalk replacement, crosswalks, lightning, street furniture and street trees.

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.

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

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Chester

MPMS# 77457 **Church Street Streetscape Project**

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8B West Chester Borough

The project will replace aging deteriorated streetscape infrastructure in downtown West Chester. It will include installation of new sidewalks, curbs, pedestrian style streetlighting, street furniture, street trees, planters, handicap ramps, storm water inlets where necessary.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$849,052 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 77458 **Lincoln Highway Streetscapes Project**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8M Caln Township

Let Date: 5/1/2008

This project includes the construction of curbing, sidewalks, & streetscapes improvements along Lincoln Highway adjacent to the Thorndale Shopping Center. It will provide a continuous sidewalk from the Thorndale Train station to G O Carlson Blvd. creating a continuous pedestrian loop around the center of Thorndale. See MPMS #65901

In the spring of 2006 this project was recommended for regional funding through the HTSSRS/TE Program. \$548,196 will be drawn from MPMS #64984 at the appropriate time.

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

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Chester

MPMS# 77459 *Phoenixville Streetscape Project*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 9A, Phoenixville Borough
 9B

The proposed historic streetscape project will enhance the historic downtown District in Phoenixville. The enhancements include streetlights, trash receptacles and benches, new sidewalks and curbs to enhance the downtown.

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.

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

MPMS# 77470 *Operation Safe Kids - Phoenixville*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 9B Schuylkill Township

This project includes the construction of a multi-use trail installed from the Phoenixville Area School District High School & Middle School to the YMCA. The proposed multi-use trail, including a creek crossing & traffic signal modifications will provide safe passage for students and nearby residents.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$465,580 will be drawn from MPMS #64984 at the appropriate time.

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

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Chester

MPMS# 77476 Kennett Pike Bikeway:

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 5A Kennett Township

This project will be an approximately 1.5-mi greenway along PA 52(a) PA Scenic Byway). Two major changes to the current landscape of this historic and scenic roadway are proposed. A pedestrian & bicycle way with traffic calming & safety improvements will be built and the historic landscape alongside the road will be restored.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$740,453 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 80049 Walker Road Bridge

AQ Code X
 Bridge Repair/Replacement
 Tredyffrin Township

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO		200			
FD	185		37			
FD	LOC		12			
ROW	BOO			80		
ROW	185			15		
ROW	LOC			5		
CON	BOO			1,200		
CON	185			225		
CON	LOC			75		
Fiscal Year Total		0	249	1,600	0	0
		Total FY 09-12				1,849

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Pennsylvania - Highway Program

Chester

MPMS# 80050

Pusey Mill Road Bridge

AQ Code X

Bridge Repair/Replacement

Penn Township

The proposed project consists of the replacement of the existing steel girder bridge with a new, pre-cast concrete arch bridge. The bridge will be replaced on-alignment with no change in horizontal alignment. The roadway profile across the bridge will be evaluated and adjusted if needed to meet hydrolic requirements. Minimal approach work is anticipated. The existing bridge is highly deteriorated and narrower than the roadway due to its reduction to one lane at the center of the structure. The replacement will restore two lane traffic over the structure, improve sight distance across the structure, and keep this stream crossing open to traffic in the future.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP	144				
FD	185	27				
FD	LOC	9				
ROW	STP		52			
ROW	185		9			
ROW	LOC		3			
CON	STP			960		
CON	185			180		
CON	LOC			60		
Fiscal Year Total		180	64	1,200	0	0
		Total FY 09-12			1,444	

MPMS# 80060

Lndn Trct O/White Cly Cr

AQ Code S19

London Britain Twp

Not SOV Capacity

Bridge Repair/Replacement

Adding Subcorr(s):

London Britain Township

This project entails the replacement of the existing structure that carries SR 3034 over the White Clay Creek. Project is in the White Clay Creek reserve and will require coordination with the National Park Service. Candidate to be turnedback to Township after construction

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916		420			
UTL	916		50			
ROW	916		50			
CON	916			2,184		
Fiscal Year Total		0	520	2,184	0	0
		Total FY 09-12			2,704	

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Pennsylvania - Highway Program

Chester

MPMS# 80101 **PA 52 / Wawaset/Unionville Road South**
 AQ Code R1 Pocopson Township
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): Pocopson Township

Let Date: 9/15/2009

This project will include the design and construction of a one lane roundabout to improve the safety and operations at the intersection of PA 52, Wawaset and Lenape Unionville Roads in Pocopsin Township. The proposed improvements will consist of reconfiguring the existing intersection to a roundabout and shifting the existing Pocopson Home driveway. The township will be responsible for engineering and right-of way at 100% local in 2007 with construction estimated in FY08 or FY09.

Funds were drawn from MPMS #76173.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	835				
Fiscal Year Total		835	0	0	0	0
		Total FY 09-12			835	

MPMS# 83710 **Boot Road Extension Bridge**
 AQ Code 2020M Over Brandywine Creek
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8M Downingtown Borough

Project will include the construction of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including PA Bicycle Route L.

The new bridge is one component of the Boot Road Extension project, which connects Boot Road (S.R. 2020) from its current terminus point with Brandywine Avenue (S.R. 0322) (east side of the Bridge) to Viaduct Avenue (S.R. 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC	126				
UTL	LOC		200			
ROW	LOC		75			
CON	SXF			1,190		
CON	LOC			1,688		
Fiscal Year Total		126	275	2,878	0	0
		Total FY 09-12			3,279	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Chester

MPMS# 84410 **US 202 Section 300 CMP Commitments (Transit)**

AQ Code M1 Various
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 8B,
 8C, 8D, 8K, 8L

This project provides for the approved CMS package for Section 300 of the Route 202 Reconstruction project, and allows the transit service to run during the interim period between the completion of Section 400 and the beginning of Section 300. It includes SEPTA bus and rail services, and a parking expansion at Exton Station (see MPMS #73920). Service enhancements on the SEPTA R5 line will complement CMP efforts initiated in the Section 400 project. See MPMS #13945

This project is coordinated with MPMS 13945 (Section 300 overall design), MPMS 64493 (Section 310 bridges construction), MPMS 65613 (Section 311 bridges construction), MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), MPMS 64479 (Traffic Management Systems), and MPMS 14663 (Chester Valley Trail).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP	1,334				
PE	STP		1,360			
Fiscal Year Total		1,334	1,360	0	0	0
		Total FY 09-12			2,694	

Total for Chester	73,593	78,012	102,137	98,427	1,037,053
		Total FY 09-12		352,169	

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Pennsylvania - Highway Program

Delaware

MPMS# 14767 **US 30, Lancaster Ave.(Signals)**
 AQ Code 2020M Sugartown Road to Lowry's Lane
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 2C, 7B, 8J Radnor Township

Let Date: 9/15/2008

Implementation of a closed-loop traffic signal control system along Lancaster Avenue from Old Eagle School Road/Sugartown Road to Lowry's Lane, interconnecting 17 signalized intersections and other miscellaneous construction items.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	500				
CON	CAQ		2,200			
Fiscal Year Total		500	2,200	0	0	0
		Total FY 09-12		2,700		

MPMS# 14891 **Darby/Paoli Rd. (Bridge)**
 AQ Code S19 Over Little Darby Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Newtown Township

Replace Bridge.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	100				
FD	185		650			
UTL	185			100		
ROW	185			200		
CON	BOO					4,000
CON	185					1,000
Fiscal Year Total		100	650	300	0	5,000
		Total FY 09-12		1,050		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Delaware

MPMS# 15008 **Folcroft Avenue (Bridge)**
 AQ Code 2020M Over Amtrak and SEPTA R2 Rail Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 6C Folcroft Borough; Sharon Hill Borough

Let Date: 4/15/2010

The existing one lane bridge with 5' sidewalks on both sides is currently closed to traffic. The new bridge will be two lanes with 5' sidewalks on both sides and the vertical geometry will be corrected to provide better sight distance. The bicycle and pedestrian checklists will be incorporated into the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		1,680			
CON	183		315			
CON	LOC		105			
CON	BOO			1,760		
CON	183			330		
CON	LOC			110		
Fiscal Year Total		0	2,100	2,200	0	0
		Total FY 09-12			4,300	

MPMS# 15185 **Old Forge Road (Bridge #209)**
 AQ Code 2010M Over Rocky Run Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5B Middletown Township

Let Date: 2/15/2009

The existing County-owned one lane bridge will be replaced with a two lane bridge with sidewalk on one side. There will also be a minor realignment of the bridge's horizontal curve.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	1,600				
CON	183	300				
CON	LOC	100				
Fiscal Year Total		2,000	0	0	0	0
		Total FY 09-12			2,000	

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Delaware

MPMS# 15188 **Crum Creek Rd. (Bridge)**
 AQ Code S19 over Crum Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5C Marple Township; Upper Providence Township

Let Date: 6/15/2009

Total replacement of this County-owned bridge (built in 1924) which currently has a 3-ton weight limit.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOF		888			
CON	183		166			
CON	LOC		55			
Fiscal Year Total		0	1,109	0	0	0
		Total FY 09-12			1,109	

MPMS# 15225 **Ardmore Ave. Bridge over SEPTA and Cobbs Creek**

AQ Code S19 Over SEPTA and Cobbs Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7B Haverford Township

Let Date: 12/15/2010

Replace two bridges on Ardmore Avenue between Golf View Road and Haverford Avenue. One bridge crosses Cobbs Creek and both cross Septa Line Rt 100. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over a track of SEPTA's Norristown line

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.
 TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	650				
UTL	BOO		200			
ROW	BOO		300			
CON	BOO					6,270
Fiscal Year Total		650	500	0	0	6,270
		Total FY 09-12			1,150	

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MPMS# 15251 **US 1, Baltimore Pike**
 AQ Code R3 at PA 352, Middletown Rd.
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 5B Middletown Township
 2030 LRP ID: 5

Let Date: 1/15/2015

Preliminary engineering is currently being undertaken for the reconstruction of this cloverleaf interchange, originally built in 1939.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP					400
FD	581					100
UTL	STP					400
UTL	581					100
ROW	STP					5,360
ROW	581					1,340
CON	STP					21,800
CON	581					5,450
Fiscal Year Total		0	0	0	0	34,950
		Total FY 09-12			0	

MPMS# 15281 **Chester Pike Bridge (US 13)**
 AQ Code A2 over Stoney Creek
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4D, Ridley Township; Ridley Park Borough
 6A, 8A

Let Date: 12/15/2008

Construct Pedestrian Walkway Bridge or Replace Bridge.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOF	1,200				
CON	185	300				
Fiscal Year Total		1,500	0	0	0	0
		Total FY 09-12			1,500	

DVRPC FY 2009-2012 TIP for PA

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MPMS# 15298 **Township Line Road Bridge (US 1)**
 AQ Code S19 over SEPTA Route 100 Rail Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5E Haverford Township; Upper Darby Township

Let Date: 5/15/2009

Superstructure Replacement.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	1,600				
CON	185	400				
CON	BOO		1,600			
CON	185		400			
Fiscal Year Total		2,000	2,000	0	0	0
		Total FY 09-12				
						4,000

MPMS# 15299 **Concord Road Bridge**
 AQ Code S19 over SEPTA Chester Creek Branch Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2D, Chester City
 4D, 6A

The existing bridge has deteriorated significantly, is narrower than the width of the approach roadway and is functionally obsolete. Further, the bridge is posted with a nine ton weight limit so school buses and certain emergency vehicles cannot use the bridge. The existing structure will be replaced and will meet the minimum standards for a two-way city street.

The existing multi-span concrete bridge will be removed and replaced with either a new bridge of similar type and size, earth fill and a pedestrian box culvert or a prefabricated concrete arch. The new structure and roadway design will conform with current design and safety standards. Accommodations for existing utilities, such as an existing water line, must be made during design and construction. The road will be closed during construction and a vehicular detour will be required. Pedestrian access will be maintained both during and after construction.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO				1,600	
CON	185				400	
Fiscal Year Total		0	0	0	2,000	0
		Total FY 09-12				
						2,000

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Delaware

MPMS# 15306 **Sellers Avenue Bridge**
 AQ Code S19 over Amtrak and SEPTA R2 Rail Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 6B Ridley Park Borough

The superstructure of the Sellers Avenue Bridge over Amtrak will be replaced while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will required the rerouting of catenary wires and the relocation of relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accomodate the existing utilities at this location.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO				2,000	
CON	185				500	
Fiscal Year Total		0	0	0	2,500	0
		Total FY 09-12			2,500	

MPMS# 15345 **PA 252, Providence Rd.**
 AQ Code 2020M Palmer's Mill Rd. to Kirk Ln.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 5C Upper Providence Township

Let Date: 3/15/2009

This project is full-depth pavement construction and widening from Kirk Lane to Providence Road in Upper Providence Township. The southern portion of the project will consist of widening and overlay. The existing typical section includes one 12' lane in the northbound direction and two 12' lanes in the southbound direction. The proposed typical section includes two 11' lanes in each direction with an 11' center turn lane and 3' offset to the curb. This project includes wide outside lanes for use by bicycles and also includes sidewalks, crosswalks, and hand/man signals for pedestrians. This project also includes overlaying the bridge over S.R. 0001 and the addition of protective fence on this structure. This project includes traffic signal upgrades at Kirk Lane / Route 1 NB Ramps and Rose Tree Road. This project includes the installation of new traffic signals at Route 1 SB Ramps and Palmers Mill / Providence Road.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

CMP commitments include pedestrian improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	581	250				
ROW	581	300				
CON	581	3,200				
Fiscal Year Total		3,750	0	0	0	0
		Total FY 09-12			3,750	

DVRPC FY 2009-2012 TIP for PA

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Delaware

MPMS# 15367 **Baltimore Pike Bridge (US 1)**
 AQ Code S19 over Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 6B Middletown Township; Chester Heights Borough
 2030 LRP ID: 3

Let Date: 11/13/2008

The bridge crosses Chester Creek in Delaware County. The borderline between Middletown Township and Chester Heights Borough follows the centerline of the Creek. Due to structural deficiencies, the existing bridge will be replaced. The existing bridge is a 65-foot long, two-span, reinforced concrete T-beam structure. The bridge carries four travel lanes within a (48ft) curb-to-curb width with (1ft) wide shoulders. The proposed bridge will follow the same horizontal and vertical alignment and will continue to carry four travel lanes. The bridge will be a single-span, 95-foot long adjacent pre-stressed concrete box beam structure. The proposed curb-to-curb width is (56ft) and the proposed shoulder width is (2ft). Due to the slight increase in the width of the bridge, the roadway approaches will also require minor widening. This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916D	2,500				
Fiscal Year Total		2,500	0	0	0	0
		Total FY 09-12		2,500		

MPMS# 15396 **US 13, 9th Street Bridge**
 AQ Code S19 over Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2D, 4D, 6A Chester City

The existing single span, concrete cellular arch bridge at 9th Street over Chester Creek will be replaced. The replacement bridge is expected to be a single span, deck-girder system. The new bridge cross-section will match the total width of the existing bridge. 9th Street will be closed and a detour of vehicular traffic will be implemented to facilitate construction of the bridge while maintaining traffic through the study area. This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		4,000			
CON	185		1,000			
Fiscal Year Total		0	5,000	0	0	0
		Total FY 09-12		5,000		

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MPMS# 15406 **PA 452, Market Street (Bridge)**
 AQ Code S19 Over Amtrak and SEPTA R-2 Rail Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 4D, Marcus Hook Borough; Lower Chichester Township
 6A, 8A

Let Date: 4/15/2009

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. This roadway segment is proposed for inclusion in the Delaware County Bicycle Plan.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	4,000				
CON	BOO		6,949			
CON	BOO			4,000		
Fiscal Year Total		4,000	6,949	4,000	0	0
		Total FY 09-12			14,949	

MPMS# 15438 **Goshen Road**
 AQ Code R4 South of Darby-Paoli Rd.
 Not SOV Capacity Other
 Adding Subcorr(s): 7B Radnor Township

Let Date: 3/15/2009

This safety improvement project involves realignment of 443 meters (1453 feet) of Goshen Road which is a two-lane highway. The one cross road along the project length is Montparnasse Place. Improvements to this stop sign-controlled, T-intersection are limited to minor grade adjustments at the curb returns. A modified single-faced concrete barrier will be installed to minimize impacts to adjacent properties. Drainage improvements and guide rail installation are also included in the project scope. The limits of work extend from Segment 0060 Offset 0650 to Segment 0060 Offset 1110.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

HSIP Safety Funding for this project has been drawn from MPMS #57927

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	HSIP	1,440				
CON	581	360				
Fiscal Year Total		1,800	0	0	0	0
		Total FY 09-12			1,800	

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Delaware

MPMS# 15468 **Concord Road (Bridge), over Baldwin Run**

AQ Code S19 Over Baldwin Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8A Chester Township

Let Date: 10/15/2010

This project consists of the replacement of the Bridge, roadway approach reconstruction is anticipated to be approx 1500 ft on both sides to accommodate a horizontal shift for staged construction.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	500				
UTL	916	250				
ROW	916	150				
CON	916			1,720		
Fiscal Year Total		900	0	1,720	0	0
		Total FY 09-12			2,620	

MPMS# 15485 **Naaman's Creek Rd. (3R)**

AQ Code S10 Delaware State Line to Beaver Rd.
 Roadway Rehabilitation
 Concord Township; Bethel Township; Upper Chichester Township; Lower Chichester Township

Let Date: 12/15/2008

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		11,151			
Fiscal Year Total		0	11,151	0	0	0
		Total FY 09-12			11,151	

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MPMS# 47147 **3rd Street , Broomall Lake Dam**
 AQ Code S2 over Broomall Lake & Trib. to Ridley Ck.
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5C, Media Borough
 5D

Let Date: 1/15/2012

Rehabilitation of Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to deterioration of the dam. The project also includes roadway reconstruction and stormwater management improvements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183				888	
CON	LOC				222	
Fiscal Year Total		0	0	0	1,110	0
		Total FY 09-12			1,110	

MPMS# 47409 **Rt. 291/Gov. Printz Blvd./Essington (Bridge)**
 AQ Code S19 Over Darby Creek
 Bridge Repair/Replacement
 Ridley Township; Tinicum Township

Let Date: 4/15/2010

This project is a superstructure replacement of a 5-span bridge over Darby Creek. The proposed work includes minimal reconstruction of the bridge approaches and associated drainage and pavement markings. The project will be constructed under traffic, maintaining one lane in each direction during daylight hours. The proposed bridge will have shared shoulders and bike lanes.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	750				
UTL	916	250				
ROW	916	250				
CON	916D				4,000	
Fiscal Year Total		1,250	0	0	4,000	0
		Total FY 09-12			5,250	

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Delaware

MPMS# 47986 **Chester Creek Bicycle/Pedestrian Trail**
 AQ Code A2 Former Chester Creek Branch Rail Line
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 2D, Various
 5B, 6A, 8A

Phased construction of the Chester Creek Trail from the Wawa R3 train station to Upland Rd. in Chester Township. Phase I will extend from Lenni Road to Creek Road and include a paved ADA compliant trailway and associated facilities including a signage system, trailhead parking facilities, necessary bridges, etc. Phase II will extend south to the Caleb Pusey Plantation. Phase III will link with the extension of the R3 train station in Middletown Township and Chester Heights Borough to increase commuting possibilities along the corridor

This project is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC	425				
CON	CAQ		1,469			
CON	CAQ			1,469		
Fiscal Year Total		425	1,469	1,469	0	0
		Total FY 09-12			3,363	

MPMS# 47992 **New Rd. (Crozierville Bridge)**
 AQ Code S19 over West Branch of Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Aston Township

Replacement of this County-owned concrete T-beam bridge built in 1931. This bridge has a stone façade and is not a structural stone arch bridge.

This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and is adjacent to the Chester Creek Trail.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOF				308	
FD	183				57	
FD	LOC				19	
UTL	BOF				40	
UTL	183				7	
UTL	LOC				2	
ROW	BOF				40	
ROW	183				7	
ROW	LOC				2	
Fiscal Year Total		0	0	0	482	0
		Total FY 09-12			482	

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MPMS# 47993 **7th St. (Bridge)**
 AQ Code S19 over Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2D, Chester City
 4D, 6A

Let Date: 1/15/2010

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge serves SEPTA bus routes 119 and currently has a 12 ton weight limit.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO			2,024		
CON	185			379		
CON	LOC			126		
Fiscal Year Total		0	0	2,529	0	0
		Total FY 09-12		2,529		

MPMS# 47994 **US 13, Chester Pike/MacDade Blvd.**
 AQ Code 2020M Morton Ave. to Wycombe Ave.
 Signal/ITS Improvements
 Various

The project consists of the upgrade and interconnection of 37 signalized intersections along a 5.9-mile multi-lane state route to enhance motor vehicle flow along the corridor. Intersection signalization equipment will be modernized as deemed necessary. Existing traffic signal controllers will be replaced within existing right-of-way.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	CAQ	1,000				
CON	CAQ	1,400				
CON	CAQ		2,000			
Fiscal Year Total		2,400	2,000	0	0	0
		Total FY 09-12		4,400		

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MPMS# 48168 **Baltimore Pike Signal Project**
 AQ Code 2020M Bishop Ave. - US 13, Church Ln.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5E Various

Let Date: 1/15/2010

The project consists of the upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor. Signalization improvements will specifically involve full modernization of intersection signalization equipment. Existing equipment will be removed and replaced by new equipment including signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP		1,820			
CON	581		455			
Fiscal Year Total		0	2,275	0	0	0
		Total FY 09-12			2,275	

MPMS# 50520 **Sidewalks and Trail**
 AQ Code A2 Turner Rd./Rogers Lane/Possum Hollow Rd.
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 2C, 5C Nether Providence Township

This project involves the construction of 3700 LF of sidewalk along Turner Road, Rogers Lane, and Possum Hollow Road in the area of the Wallingford Train Station in Nether Providence Township. These sidewalks will connect the Leiper-Smedley Trail with existing walkways and SEPTA's Wallingford train station. The improvements will include installation of new sidewalks along the west side of Turner Road, the south side of Rogers Road, and the north side of Possum Hollow Road. Additionally, curbs, curb bump outs to accommodate parking, pedestrian crosswalk striping, roadway widening, modification of existing culverts, and the potential expansion of the existing train station platform are also proposed. This project is proposed for inclusion in the Delaware County Bicycle Plan.

\$344,000 TE funds were approved during the FY 2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

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

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Delaware

MPMS# 57750 *Baltimore Ave./Pike Signal Project*
 AQ Code 2020M Orange St. to Grandview Ave.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 2C, 5C, 5D Media Borough; Nether Providence Township

Let Date: 1/15/2011

The proposed project consists of signalization improvements to the Baltimore Pike Closed Loop traffic signal system to ease congestion and improve safety conditions: Upgrade and interconnect 13 traffic signals on Baltimore Pike, Providence Road, and Orange St. in Media Borough and Nether Providence Township. Baltimore Pike, a two-lane road in Media Borough, currently carries about 16,000 vehicles per day. The four-lane segment in Nether Providence Township carries about 24,000 vehicles per day. This project will improve traffic flow on the Baltimore Pike corridor through Nether Providence Township and Media Borough. This project is intended to complement downtown Media Borough revitalization efforts by improving access. It will also improve air quality by reducing stop-and-go traffic. All work will take place within existing PENNDOT owned right-of-way and previously disturbed areas.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.
TOLL CREDIT

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ				1,250	
Fiscal Year Total		0	0	0	1,250	0
		Total FY 09-12			1,250	

MPMS# 57757 *Morton Ave.*
 AQ Code R1 at Swarthmore Ave.
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 5C Ridley Township; Rutledge Borough

Let Date: 2/15/2009

The project includes widening of the intersection of Morton Ave. and Swarthmore Ave. to provide proper turning radii and left turn lanes. The roadway will be widened and resurfaced at the intersections where needed. Existing Lane widths will be maintained except where widening will take place. The new lane widths at this location are 2-12 ft travel lanes, 2-2 ft shoulders and a 10 ft left turn lane. The sidewalk is intermittent through this section of Morton Ave and will be constructed to provide pedestrians with a continuous walkway from Swarthmore Ave. to Ridley High School (9th St.). Traffic Signal upgrades/replacement will take pedestrian traffic into account. There are currently no bicycle facilities and they are not proposed as part of this project. The four existing traffic signals at the intersection of Morton Ave. and Swarthmore Ave. will be replaced with new signals. The system will be traffic responsive via loop detectors. The project will comply with the Regional ITS Architecture.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	CAQ	160				
ROW	LOC	40				
CON	CAQ		800			
CON	LOC		200			
Fiscal Year Total		200	1,000	0	0	0
		Total FY 09-12			1,200	

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Delaware

MPMS# 57770 **Grant Ave. (Bridge)**
 AQ Code S19 over Muckinipates Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 6C Glenolden Borough; Folcroft Borough

Let Date: 3/15/2009

The existing County-owned bridge, constructed in 1928 and posted at twelve tons, shall be completely reconstructed to improve the structural capacity of this relatively high use bridge. The new bridge will have two-lane geometry with a sidewalk similar to the existing construction. The PennDOT sufficiency rating for this bridge is 34.9. The concrete substructure is spalled with exposed and deteriorating reinforcing steel.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	2,000				
CON	185	375				
CON	LOC	125				
Fiscal Year Total		2,500	0	0	0	0
		Total FY 09-12		2,500		

MPMS# 57772 **Convent Rd. (Bridge)**
 AQ Code S19 over Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Aston Township

The existing county owned bridge, posted at twenty tons and serving an industrial community, shall be completely reconstructed to improve structural, hydraulic and geometric deficiencies. The new bridge will have two-lane geometry with a sidewalk along one side of the bridge. The bridge shows significant scour and undermine damage to its pier. The bridge currently has a PennDOT sufficiency rating of 18.3.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	500				
CON	183	349				
CON	LOC	31				
CON	STU		1,360			
CON	183		255			
CON	LOC		85			
Fiscal Year Total		880	1,700	0	0	0
		Total FY 09-12		2,580		

DVRPC FY 2009-2012 TIP for PA

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Delaware

MPMS# 57773 **Lloyd St. (Bridge)**
 AQ Code S19 over Amtrak/SEPTA R2 rail line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2D, Chester City
 4D, 6A

The Lloyd Street bridge was constructed by the railroad in 1899. It must be replaced due to structural defects. It is currently posted for five tons, which is inadequate since it serves the industrial waterfront. The pedestrian walkways have been closed due to holes in the decking.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU		840			
FD	183		158			
FD	LOC		52			
UTL	STU				1,250	
UTL	183				235	
UTL	LOC				78	
ROW	BOO					888
ROW	183					167
ROW	LOC					55
CON	BOO					3,200
CON	183					600
CON	LOC					200
Fiscal Year Total		0	1,050	0	1,563	5,110
			Total FY 09-12		2,613	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange

AQ Code 2020M Rt 322 Comm. Barry Bdrge Ramps to Rt.291
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 4D, 6A, 8A Chester City
 2030 LRP ID: 51

Let Date: 12/20/2007

Construction of a new off-ramp from US 322 eastbound to the intersection of Second and Jeffrey Steets, and a new on-ramp from Second and Tilghman Streets to US 322 westbound. It also includes the construction of Seaport Drive south of, and parallel to, Second Street with access points at Highland, Engle, and Flower Streets. This project is integral to the Delaware Valley Freight Corridors Initiative.

Construction of this new 2nd Street Interchange from the Commordore Barry Bridge/ US 322 to Route 291/2nd Street in the City of Chester will provide more direct access to the Chester waterfront and will include new lighting, signing, draignage, and traffic signal installations. Context sensitive solution designs, traffic calming, street scaping, and traffic signal improvements to nearby street networks will be included as necessary. Vertical clearances at Amtrak bridge at the Flower Street underpass and new catenary structures over Amtrak will also be provided.

Seaport Drive south has already been constructed.

SAFETEA DEMO #4813, PA ID# 623 - \$1 MILLION

SAFETEA DEMO #4735, PA ID# 545 - \$5 MILLION

SAFETEA DEMO #868, PA ID# 358 - \$2.4 MILLION IS ON MPMS #70245

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS*	3,239				
CON	STU*		10,106			
CON	STU			9,125		
Fiscal Year Total		3,239	10,106	9,125	0	0
			Total FY 09-12		22,470	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 61695 **Oakland Road Corridor Easement**

AQ Code X8 Brandywine Battlefield National

Not SOV Capacity Other

Adding Subcorr(s): 5B, Chadds Ford Township
8A

Acquisition of historic and scenic easements along 1.3 miles of Oakland Road. This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

In the spring of 200 this project was recommended for funding through the Transportation Enhancement Program. \$500,000 TE for ROW/CON will be drawn from MPMS #64984 at the appropriate time. Local contribution \$125,000.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 64790 **MacDade Boulevard**
 AQ Code 2020M Ashland Avenue to Cherry Street
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 6C Collingdale Borough; Glenolden Borough

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following eleven intersections are currently signalized and the equipment will be replaced.

1. MacDade Boulevard & Ashland Avenue,
2. MacDade Boulevard & Cooke Avenue,
3. MacDade Boulevard & Oak Lane (S.R. 2015),
4. MacDade Boulevard & Lafayette Avenue,
5. MacDade Boulevard & Woodlawn Avenue,
6. MacDade Boulevard & Clifton Avenue (S.R. 2013),
7. MacDade Boulevard & Sharon Avenue,
8. MacDade Boulevard & Felton Avenue,
9. MacDade Boulevard & Jackson Avenue,
10. MacDade Boulevard & Roberta Avenue, and
11. MacDade Boulevard & Cherry Street.

The system will be designed and specified to be traffic responsive capable. During the design phase, the consultant and the Department will determine if the system should initially be implemented with time of day programs or traffic responsive operation. The system will be a true closed loop system where the system will be monitored from either a direct connect or remote central monitoring station. The location of the central monitor and method of connection(s) to the system will be determined during design as part of the System Report and Operation and Maintenance Plan. Each municipality and PennDOT's District 6-0 Office will have access to the system. The access will either be remote (via phone line or internet) or direct connect (via fiber optic cable or wireless communications).

Countdown hand/man pedestrian signal heads and pedestrian push buttons with latching confirmation light and audible confirmation will be proposed. The pedestrian interval timings will be calculated for each signalized intersection during design. Bike lanes are currently not proposed. Pedestrian accommodations are provided at the signalized intersections. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	CAQ		200			
UTL	CAQ			250		
CON	CAQ				1,254	
Fiscal Year Total		0	200	250	1,254	0
			Total FY 09-12		1,704	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 64791 **PA 420 Kedron Avenue**
 AQ Code R1 At Franklin Avenue
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 5C Ridley Township

Existing signalization and geometry is outdated. Substandard signal head configuration and size create safety hazard. Roadway geometry not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA and school buses. Proposed solution would be modernization of signals, road widening and channelization. Project would alleviate safety problems and enhance turning movements. This project is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ			500		
Fiscal Year Total		0	0	500	0	0
		Total FY 09-12			500	

MPMS# 64821 **Gradyville Road (Bridge)**
 AQ Code S19 PA 252 Newtown St. Rd. Bishop Hollow Rd.
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 10C Newtown Township

This project consists of widening and reconstructing the existing, functionally obsolete 14-foot single span steel I-beam bridge that carries Gradyville Road over Hunter Run. The proposed structure will be designed to accommodate a 28-foot wide cartway and will provide an increased hydraulic opening. The project also involves a minimal amount of approach roadway work to tie the bridge into the existing 19-foot wide roadway. Traffic safety features will be upgraded to include adequate guiderail at each bridge approach and adequate bridge deck width. Upon completion of the project, the reconstructed bridge will accommodate one travel lane in each direction on the bridge.

This project is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183	560				
CON	LOC	140				
Fiscal Year Total		700	0	0	0	0
		Total FY 09-12			700	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 64843 **Baltimore Pike Bridge (US 1)**
 AQ Code S19 over West Branch of Chester Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5B Concord Township

Let Date: 11/13/2008

This project is a bridge replacement. The existing bridge carries Baltimore Pike over the West Branch of Chester Creek and is a single span, reinforced concrete structure with a curb-to-curb width of 67.0 feet and a length of 28 feet. It carries four 12-foot lanes with shoulders between 2 and 8 feet and a 5-foot median. The existing roadway has four 12-foot lanes with shoulders between 2 and 8 feet and a 5-foot median. The proposed bridge and roadway will have the same configurations as the existing bridge and roadway.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	3,658				
Fiscal Year Total		3,658	0	0	0	0
		Total FY 09-12			3,658	

MPMS# 65127 **Chester Waterfront Development/ Streetscape**

AQ Code X9 Highland Ave. and Flower Streets
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4D, 6A Chester City

Let Date: 12/15/2008

The City of Chester has obtained a 2002 Transportation and Community System Preservation Program (TCSP) earmark award of \$495,654 for streetscape improvements and enhancements in support of a Brownfield redevelopment project (The Warf at Rivertown) along the Delaware River Waterfront between Highland Avenue and Flower Street. Streetscape improvements are proposed for Highland Avenue from 2nd Street to just west of 5th Street. The project will include replacement of existing sidewalks, new street trees, restriping of the existing roadway as well as striping of pedestrian crosswalks at several intersections. This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Federal project #E2PA02
 TCSP - \$495,654
 SAFETEA DEMO - PA ID #269 - \$350,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	TOLL					
CON	TCSP	496				
CON	SXF	350				
Fiscal Year Total		846	0	0	0	0
		Total FY 09-12			846	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 65911 **Marcus Hook Streetscape**

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 6A Marcus Hook Borough

The Marcus Hook Streetscape Improvement Project looks to improve the appearance of SR 0013 (Post Road / 10th Street) and SR 0452 (Market Street), improve pedestrian and bicycle traffic, rescale the highway to suit the current conditions for which the highway is used and connect the Borough to the larger East Coast Greenway.

The improvements are divided into three sections: refinery, business, and residential. The refinery section extends from the Delaware/Pennsylvania state line to Green Street. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway to reduce the cartway from four lanes to two lanes, with dedicated left turn lanes and signage. The transition from four lanes to two lanes will begin in the State of Delaware. The business section extends from Green Street to the railroad tracks, approximately 170 feet from McClenachan Terrace. The improvements will include traffic calming devices, landscaping, concrete pavers, parking meter replacement, traffic signal equipment replacement, restriping of the roadway and signage.

The residential section extends from the railroad tracks to Marcus Hook Creek. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway and signage.

Landscaping, construction of East Coast Greenway multi-use path, and reduction of through lanes on Route 13 from 4 lanes to 2. Additional interpretive signage is planned through the industrial section.

This project is proposed for inclusion in the Delaware County Bicycle Plan. In the spring of 2002 this project was recommended for funding through the Transportation Enhancements Program. \$1,507,000 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 65914 **Sharon Hill Train Station Rehabilitation**

AQ Code M8
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 6C Sharon Hill Borough

Repair and replacement of serpentine stone on the exterior of the building, installation of a new floor, replacement of panels, trim and glass, the painting and finishing of walls, ceilings and trim.

The adjacent roadway is included in the Delaware County Bicycle Plan.

In the spring of 2002 this project was recommended for funding through the Transportation Enhancements (TE) Program. \$342,000 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 68027 U. Darby Twp.(Rt 1) Closed Loop Signal

AQ Code 2020M Harding Drive to Dermond Drive
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5C, 10B, Upper Darby Township
 10C

Let Date: 9/15/2008

The installation of a closed loop signal system for six (6) intersections. Proposed construction includes removal of obsolete controllers, installation of new controllers, LED signal heads, pedestrian signal heads, vehicle detection, poles and mast arms, pavement markings, signage and other miscellaneous construction, for STATE ROUTE 0001, SECTION 05Q, in DELAWARE COUNTY Haverford and Upper Darby TOWNSHIPS from approximately Dermond Road to approximately Harding Drive.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

(CMAQ ID# PA02-028) (See MPMS #48201 for other projects selected as part of the 2002 competitive Program.)

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	CAQ	1,000				
CON	CAQ		700			
Fiscal Year Total		1,000	700	0	0	0
		Total FY 09-12			1,700	

MPMS# 69665 South Creek Road (Bridge)

AQ Code S19 Over Brandywine Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Pennsbury Township; Chadds Ford Township

SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County. The project is the replacement of an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	500				
UTL	BOO		150			
ROW	BOO		150			
CON	916					6,000
Fiscal Year Total		500	300	0	0	6,000
		Total FY 09-12			800	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 69815 **US 322, Environmental Mitigation**
 AQ Code S2 Concord, Upper Chichester
 & BETHEL TWP
 Not SOV Capacity Other
 Adding Subcorr(s): 5B, Concord Township; Upper Chichester Township; Bethel Township
 8A
 2030 LRP ID: 50

The project involves mitigation measures for widening and improving SR 322 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to east to just west of the CSX Bridge in Upper Chichester Township.. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 322 and SR 261 to the eastern end of the project at SR 322 near the CSX bridge. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	NHS	320				
UTL	581	80				
ROW	NHS	880				
ROW	581	220				
CON	STU					8,000
CON	581					2,000
Fiscal Year Total		1,500	0	0	0	10,000
			Total FY 09-12		1,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 69816 **US 322, US 1 to Featherbed Lane**

AQ Code 2020M US 1 to Featherbed
 US322: US1 TO FEATH

Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8A Concord Township
 2030 LRP ID: 50

Let Date: 1/15/2014

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections. Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 69818 contain construction phases for the US 322 project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS					28,000
CON	581					7,000
Fiscal Year Total		0	0	0	0	35,000
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 70219 **291/East Coast Greenway**
 AQ Code A2 Darby Creek to Wanamaker Avenue
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4C, Tincicum Township
 6B

Let Date: 3/15/2010

Construction of the East Coast Greenway in Tincicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tincicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of Wannamaker Avenue (SR 2002), which will connect the main trail proposed through Tincicum Township to the Fort Mifflin National Park site.

This project is proposed for inclusion in the Delaware County Bicycle Plan.
TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ		730			
Fiscal Year Total		0	730	0	0	0
		Total FY 09-12			730	

MPMS# 70228 **MacDade Boulevard/I-476 Ramp**
 AQ Code R3 I-476 to Fairview Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 2D, 6A Ridley Township

Channelization & signalization of shopping center entrance and reconfiguration of Northbound I-476 / Eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	LOC		100			
CON	STP					3,200
CON	581					800
Fiscal Year Total		0	100	0	0	4,000
		Total FY 09-12			100	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 70229 **West Chester Pike and Market Street**
 AQ Code X9 Brief Avenue to 63rd Street
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Upper Darby Township; Millbourne Borough

Reconstruction of street, curb, sidewalk, and storm sewer inlets. Installation of street trees, site furniture, street lights, special paving, signs, crosswalk painting, traffic signals, medians, bulb-outs, planters, flagpoles and other public improvements. The Final Design has already been completed and construction has already started on a portion of this project (from 6900 - 6500 Market St.) using \$2.37 million dollars of local match, which amounts to over 35%.
 This project provides for safety improvements and economic revitalization opportunities for this fully developed and economically distressed area. Millbourne Borough has been declared a distressed community by the State since 1993. This road segment is proposed for inclusion in the Delaware County Bicycle Plan.
TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC	100				
Fiscal Year Total		100	0	0	0	0
		Total FY 09-12			100	

MPMS# 70245 **Chester City Access Improvements II**
 AQ Code S19 I-95 to PA 291
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 2D, 4D, 6A Chester City

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester, Delaware County, PA. Specifically, work includes the widening of Chestnut Street from 10th Street to 12th Street without adding additional travel lanes, and the reconfiguration of the intersection at 12th /Chestnut St., Chestnut St./10th St./ Morton Ave. (SR 0013) and Morton/Potter/5th/6th. Also, includes drainage improvements, Signalization and signing improvements along the corridor; Vertical clearance improvements at the Amtrak overpass; and Minor rehabilitation and painting of the I-95 overpass and maintenance of traffic during construction. This project was broken out from MPMS # 57780/TIP #7915.
 This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP				560	
FD	581				140	
UTL	STP					80
UTL	581					20
ROW	STP					160
ROW	581					40
CON	STP					4,000
CON	581					1,000
Fiscal Year Total		0	0	0	700	5,300
		Total FY 09-12			700	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 71200 *East Coast Greenway/Industrial Heritage Highway*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4C, Tinicum Township
 6D

Construction of multiuse trail, "Share The Road" signage and lane designation where appropriate along the Industrial Highway. Also included is the construction of a multiuse trail in the Tinicum-Fort Mifflin Spur of the East Coast Greenway System. This project is proposed for inclusion in the Delaware County Bicycle Plan.

\$700,000 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 - \$15,5000
 FD - \$77,5000
 UTL - \$150,000

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

MPMS# 71202 *E. Coast Greenway/Chester Riverfront, Phase II*

AQ Code X12
 Bicycle/Pedestrian Improvement
 Chester City

Let Date: 6/28/2007

Connect portion of East Coast Greenway/Riverwalk with Rt. 291 along Flower Street and Highland Avenue. See companion projects MPMS #'s 65912 and 65923.

\$517,500 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 - \$20,000
 FD - \$100,000

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 72913 **Chester Commercial Business District HTSSRS**

AQ Code A2 Ave. of the States; Welsh St.; E. 6th St
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 2D, Chester City
 4D, 6A

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States, Welsh Street, and East Sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Commercial Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$922,300 funding will be drawn down at the appropriate time.

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

MPMS# 74799 **Upper Darby Market St. Elevated Parking Facility**

AQ Code 20200 West Chester Pike and Bywood Road
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 5C, Upper Darby Township
 5E, 10A, 10B

Upper Darby is the sponsor for this project (DEMO ID #PA546) to provide a 325 space parking facility at West Chester Pike and Bywood Road, near the 69th Street Terminal of SEPTA's Market Street Elevated line. This project received both Transit and Highway earmarks as part of SAFETEA-LU. Funds will be flexed to FTA (PA-55-0005).

SAFETEA TRANSIT DEMO #316 - \$3.44 MILLION (E-2006-BUSP-878)
 SAFETEA HIGHWAY DEMO #4736, PA ID# 546 - \$2 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	397				
CON	LOC	99				
Fiscal Year Total		496	0	0	0	0
		Total FY 09-12				496

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 75800 **College Avenue/Septa P & W**
 AQ Code S19 O/SEPTA P&W
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7B Haverford Township

Let Date: 6/15/2011

This project entails the replacement of a College Avenue (SR 1026) over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This replacement will need to be completed by 2012 to accommodate a PGA Tour stop within the project limits

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916	1,000				
ROW	916	200				
CON	916			4,368		
Fiscal Year Total		1,200	0	4,368	0	0
		Total FY 09-12			5,568	

MPMS# 77085 **Ruth Bennett House**
 AQ Code NRS City of Chester.
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 2D,
 4D, 6A, 8A

This project is for the rehab of the Ruth Bennett House in the City of Chester.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP	600				
Fiscal Year Total		600	0	0	0	0
		Total FY 09-12			600	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 77450 *Lansdowne Gateway Park & Pedestrian/Bike Trail*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 5E Lansdowne Borough

This project involves the creation of a gateway park on approximately 2 acres of vacant land located at the western entrance to the Borough. A pedestrian & bike path will be constructed to connect the gateway park to Hoffman Park (the borough's major recreational park located along the Darby Creek). The path will provide pedestrian access to the inbound side of SEPTA's Gladstone Station.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$368,000 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 77460 *Lincoln Avenue Renaissance Project*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 6B Prospect Park Borough

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Delaware

MPMS# 77471 **Amtrak Footbridge -Rosemont and Hinckley Aves.**

AQ Code X12
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 6B Ridley Park Borough

Let Date: 7/15/2008

Remedial repairs to the AMTRAK Footbridge located in Ridley Park. The work includes removal and replacement of steel treads and risers, removal and replacement of metal handrails, and replacement of concrete walk.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$102,925 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 77472 **Knowles Avenue Side Walk/Underpass Project**

AQ Code A2
 Bicycle/Pedestrian Improvement
 Glenolden Borough

Install 1200 linear feet of 4' wide sidewalk and curb on main access to Glenolden School along Knowles Avenue. Construct a pedestrian underpass at the CSX railroad tracks. Stabilize and install a retaining wall along eastern side of Knowles Ave. to stop the erosion and protect the new sidewalks.

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.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Delaware

MPMS# 77473 *Providence Road Pedestrian Project, Phase II*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 5C Upper Providence Township

Let Date: 10/15/2008

The project is phase 2 of a pedestrian sidewalk installation project on Providence Road, consists of the installation of 875' of sidewalk on Providence Road and School Lane to facilitate pedestrian and student travel.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$125,786 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 79329 *Bridgewater Road Extension*

AQ Code 2020M Concord Road to PA 452/US 322
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8A Upper Chichester Township; Chester City; Aston Township

Project to extend Bridgewater Road to either SR 452 (Market Street) or US 322. This candidate project is a breakout of MPMS #15477 and 57780.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU					800
UTL	581					200
ROW	STU					800
ROW	581					200
CON	STU					11,888
CON	581					297
Fiscal Year Total		0	0	0	0	14,185
		Total FY 09-12				0

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Pennsylvania - Highway Program

Delaware

MPMS# 80051

Rosemont Avenue over Darby Creek

AQ Code X

Bridge Repair/Replacement

Upper Darby Township; Springfield Township

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO	320				
PE	185	60				
PE	LOC	20				
FD	BOO			280		
FD	185			52		
FD	LOC			17		
UTL	BOO				32	
UTL	185				6	
UTL	LOC				2	
ROW	BOO				80	
ROW	185				15	
ROW	LOC				5	
CON	BOO					2,000
CON	185					375
CON	LOC					125
Fiscal Year Total		400	0	349	140	2,500
				Total FY 09-12	889	

Total for Delaware	41,594	53,289	26,810	14,999	213,815
			Total FY 09-12	136,692	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 15698 **Mill Road Bridge**
 AQ Code S19 over Skippack Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 11A Skippack Township

Bridge Replacement/Removal.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BND		1,869			
Fiscal Year Total		0	1,869	0	0	0
		Total FY 09-12			1,869	

MPMS# 15769 **Limekiln Pike Bridge**
 AQ Code S19 Over Little Neshaminy Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8H Horsham Township; Montgomery Township

Let Date: 12/15/2010

The proposed project is the replacement of the two span stone arch carrying SR 0152 over Neshaminy Creek. The project is located in rural Montgomery County. The project area is relatively flat/slightly rolling terrain and local land use is primarily residential and light commercial. An orchard is located northeast of the bridge and a private soccer field is located to the east. Neshaminy Creek flows southeast through the project area.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	100				
ROW	916	500				
CON	916D			4,355		
Fiscal Year Total		600	0	4,355	0	0
		Total FY 09-12			4,955	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 15793 **Salfordville Road (Bridge)**
 AQ Code S19 Over East Branch of Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Lower Salford Township

Let Date: 12/15/2010

The project is the replacement of the SR 1017 Section 86S bridge carrying Salfordville Road over the Perkiomen Creek with no shoulders with a two lane bridge with shoulders and improve the horizontal alignment by relocating the bridge and tying it in to the Groffs Mill Rd. The existing bridge is a 4-span encased I-beam bridge carrying one lane in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in July 2003. Commitments from the CE will need to be incorporated into the proposed project.intersection.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	200				
FD	185	350				
UTL	185	50				
ROW	185	400				
CON	185			2,283		
Fiscal Year Total		1,000	0	2,283	0	0
		Total FY 09-12			3,283	

MPMS# 16085 **PA 29 over Hosensack Creek (Bridge)**

AQ Code S19 over Hosensack Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Upper Hanover Township

Remove and replace the existing bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	150				
UTL	185		20			
ROW	185		100			
CON	185					1,500
Fiscal Year Total		150	120	0	0	1,500
		Total FY 09-12			270	

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Pennsylvania - Highway Program

Montgomery

MPMS# 16086 **PA 29 Gravel Pike (Bridge)**
 AQ Code S19 over Branch of Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Upper Hanover Township

Remove the existing bridge and construct a new Con-Span Arch bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16085 (PA 29 Gravel Pike over Hosensack Creek).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO		8			
UTL	185		2			
ROW	BOO		80			
ROW	185		20			
CON	BOO			600		
CON	185			150		
CON	BOO				600	
CON	185				150	
Fiscal Year Total		0	110	750	750	0
		Total FY 09-12			1,610	

MPMS# 16097 **Graterford Road Bridge**
 AQ Code S19 Over Perkiomen Creek
 Bridge Repair/Replacement

Replace bridge

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	916	273				
FD	916	272				
CON	916					3,256
Fiscal Year Total		545	0	0	0	3,256
		Total FY 09-12			545	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 16098 **Spring Mount Road (Bridge)**
 AQ Code S19 Over Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Lower Frederick Township

Let Date: 2/15/2009

This 18' wide bridge built in 1869 will be replaced with a 28' wide bridge with two 11' lanes and 3' shoulders. A multi-use lane for the Perkiomen Trail will be constructed as part of the new bridge. Reconstruct approach roadway as required. Was not eligible for special bridge design DEMO funds in 2003.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		2,000			
Fiscal Year Total		0	2,000	0	0	0
		Total FY 09-12			2,000	

MPMS# 16099 **Camp Road (Bridge)**
 AQ Code S19 Over East Branch of Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Franconia Township; Salford Township

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and make a minor horizontal realignment to the S-curve. The existing bridge is a five-span arch carrying one lane of traffic in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in April 2003. Commitments from the CE will need to be incorporated into the proposed project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOF	160				
PE	185	40				
ROW	BOF	160				
ROW	185	40				
FD	BOF		320			
FD	185		80			
UTL	BOF		80			
UTL	185		20			
CON	BOF					2,180
CON	185					545
Fiscal Year Total		400	500	0	0	2,725
		Total FY 09-12			900	

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Pennsylvania - Highway Program

Montgomery

MPMS# 16150 *Tookany Parkway/Creek (Bridge)*

AQ Code S19 Over Tookany Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Cheltenham Township

In Cheltenham Township, east of Jenkintown, replace the Tookany Creek Parkway bridge over the tributary of the Tookany Creek. (Bridge Bill 2)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	183	40				
FD	LOC	10				
UTL	183			80		
UTL	LOC			20		
CON	BOO				1,526	
CON	183				286	
CON	LOC				95	
Fiscal Year Total		50	0	100	1,907	0
		Total FY 09-12			2,057	

MPMS# 16191 *Elm Street (Bridge)*

AQ Code S19 over Railroad, CC Trail and Plymouth Cr
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2B Conshohocken Borough

Let Date: 11/15/2009

Remove existing superstructure and replace. Reconstruct approach roadway as required.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		1,360			
CON	185		340			
Fiscal Year Total		0	1,700	0	0	0
		Total FY 09-12			1,700	

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Pennsylvania - Highway Program

Montgomery

MPMS# 16194 **High Street Bridge**
 AQ Code S19 Over Manatawny Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Pottstown Borough

Let Date: 12/15/2010

This bridge replacement project is located on Ridge Pike (S.R. 4031) between PA 100 and Manatawny Street in Pottstown Borough, Montgomery County, Pennsylvania (see attached project location map). The existing bridge carries High Street over Manatawny Creek which flows in a southerly direction into the Schuylkill River. The 165'-long and 51'-wide, 4 span bridge is composed of 3, 45' long built-up deck girder spans and a 28' elliptical-shaped, reinforced concrete deck arch span that is finished with ashlar spandrel walls. The substructure is composed of both stone and concrete piers and abutments. Metal lattice railings finish the bridge. The existing bridge was built in 1908.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916			6,580		
Fiscal Year Total		0	0	6,580	0	0
		Total FY 09-12		6,580		

MPMS# 16197 **Greenwood Avenue (Bridge)**
 AQ Code S19 Over SEPTA Mainline Commuter Rail
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14B Cheltenham Township; Jenkintown Borough

Let Date: 11/15/2010

The purpose of this project is to replace the existing bridge due to structural deficiencies over SEPTA's R2, R3 & R5 mainlines. The project involves a complete replacement of the Greenwood Ave. Bridge over SEPTA, a three lane bridge with sidewalk on one side and tying into the adjacent intersection and SEPTA driveways. The new structural design must accommodate the present abutment. A wingwall connection to the roadway retaining walls is also needed. The reconstruction also includes placing scourprotection for the Greenwood Ave. over the Tacony Creek Structure. The underlying areas of the concrete bridge abutments will be addressed by placing scour protection around the structure at the creek. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek). The existing structure only has one sidewalk with three lanes; the replacement will have 2 sidewalks, 2 travel lanes, and one turning lane. A second stone arch bridge over the creek was originally included in this project and has been repaired by PennDOT.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916			2,027		
CON	916				4,000	
Fiscal Year Total		0	0	2,027	4,000	0
		Total FY 09-12		6,027		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 16211 *I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening*

AQ Code 2020M S. Gulph Rd.: PA 320/Trinity-S Henderson
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 3C, 9B Upper Merion Township
 2030 LRP ID: 54

This Phase III project includes widening and intersection improvements along South Gulph Road from PA 320/Trinity Lane to South Henderson Road. The third phase of three construction projects (also see MPMS #'s 48187 and 68064), note that final design for all three projects is included in MPMS #48187.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STP					160
UTL	581					40
ROW	STP					400
ROW	581					100
CON	STP					5,981
CON	581					1,495
Fiscal Year Total		0	0	0	0	8,176
		Total FY 09-12			0	

MPMS# 16214 *Old York Road (PA 611) (Bridge)*

AQ Code S19 over SEPTA R3 (Noble Station)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14B Abington Township

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge.
 The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge. Bridge must be replaced with a new structure, project details to be determined. Preliminary engineering is currently underway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	185			1,000		
ROW	185			250		
CON	BOO					16,000
CON	185					4,000
Fiscal Year Total		0	0	1,250	0	20,000
		Total FY 09-12			1,250	

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Montgomery

MPMS# 16216 **Pennswood Road (Bridge)**
 AQ Code S19 Over Amtrak and SEPTA R5 Rail Lines
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7B Lower Merion Township

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides.
 Sufficiency Rating: 26.0

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO		360			
FD	185		67			
FD	LOC		22			
ROW	BOO		160			
ROW	185		30			
ROW	LOC		10			
CON	BOF					5,120
CON	183					960
CON	LOC					320
Fiscal Year Total		0	649	0	0	6,400
			Total FY 09-12		649	

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Montgomery

MPMS# 16218 **Stanbridge Street (Bridge)**
 AQ Code S19 Norristown Farm Park
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 8G, East Norriton Township
 9B

Let Date: 5/15/2011

The purpose of this project is to replace the existing Stanbridge Street Bridge with a new structure that meets current safety and design standards. Due to structural deficiency of the bridge, the bridge has been closed to all vehicular traffic since December 2002, but remains open to pedestrian traffic. Replacement of the Stanbridge Street Bridge will provide vehicular access to the southeastern portion of Norristown Farm Park. Future plans of Norristown Farm Park includes a visitor center and 100-space parking lot in the southeastern portion of the park, which would be accessible by the Stanbridge Street entrance. The proposed structure will carry one lane of traffic in each direction, and a sidewalk on one side will be provided for pedestrian travel. The Norristown Farm Park Superintendent has requested that the existing bridge remain open to pedestrians during construction. The replacement design will attempt to accommodate this request by aligning the new bridge to the east (right) of the existing bridge. A new alignment shifted to the east will provide a more desirable alignment with Stanbridge Street. There are four bridges in the park that belong to DCNR to be repaired/replaced (See MPMS #16630, 16631, and 16632.) The park's master plan includes plans to develop an environmental education center in the park and this bridge would provide access to the proposed parking lot.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOF	120				
FD	183	23				
FD	OTH	8				
UTL	BOF		640			
UTL	183		120			
UTL	OTH		40			
CON	BOF					2,340
CON	183					438
CON	LOC					146
Fiscal Year Total		151	800	0	0	2,924
			Total FY 09-12		951	

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Pennsylvania - Highway Program

Montgomery

MPMS# 16248 **Union Avenue (Bridge)**
 AQ Code S19 Over SEPTA R6, Cynwyd Rail Line
 Bridge Repair/Replacement
 Lower Merion Township

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOF		1,744			
CON	183		327			
CON	LOC		109			
CON	BOF			3,056		
CON	183			573		
CON	LOC			191		
Fiscal Year Total		0	2,180	3,820	0	0
			Total FY 09-12		6,000	

MPMS# 16334 **PA 73, Church Road**
 AQ Code 2020M Greenwood Ave. to Rice's Mill Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 14B Cheltenham Township

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue and PA 73 and Rices Mill Road. Interconnect the traffic signals and add left turn lanes on the PA 73 approaches to Greenwood Ave. and on eastbound PA 73 at Rice's Mill Rd. Provide right turn lanes on the Greenwood Avenue approaches to PA 73. TOLL CREDIT

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP					375
PE	581					125
ROW	TOLL					
ROW	NHS					500
CON	TOLL					
CON	NHS					2,000
Fiscal Year Total		0	0	0	0	3,000
			Total FY 09-12		0	

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 16376 **Morris Road**
 AQ Code R1 At North Wales Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8G Worcester Township; Whitpain Township

Let Date: 10/15/2008

This project involves aligning the intersection of North Wales Rd. with Morris Rd., installing a traffic signal, and providing left turn lanes on all intersection approaches.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STP	160				
UTL	581	40				
CON	NHS	1,440				
CON	581	360				
Fiscal Year Total		2,000	0	0	0	0
		Total FY 09-12			2,000	

MPMS# 16396 **Church Rd. (Bridge) over Norristown High Speed Ln**
 AQ Code S19 over SEPTA Route 100
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 1A, Upper Merion Township
 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO		400			
UTL	183		75			
UTL	LOC		25			
CON	BOO		2,800			
CON	183		525			
CON	LOC		175			
Fiscal Year Total		0	4,000	0	0	0
		Total FY 09-12			4,000	

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MPMS# 16400 **Arcola Road Bridge**
 AQ Code S19 Over Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9A Lower Providence Township; Upper Providence Township

The existing bridge (12 ton limit) is 26' wide with sidewalk on the south side. The new bridge will be two lanes, width to be determined, with sidewalk on at least one side. Reference MPMS# 16400.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	400				
FD	183	75				
FD	LOC	25				
UTL	BOO	40				
UTL	183	7				
UTL	LOC	2				
ROW	BOO		160			
ROW	183		30			
ROW	LOC		10			
CON	BOO					1,600
CON	183					300
CON	LOC					100
Fiscal Year Total		549	200	0	0	2,000
		Total FY 09-12			749	

MPMS# 16401 **Freeman School Rd. (Bridge)**
 AQ Code S19 over East Branch of Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Lower Salford Township

Let Date: 9/15/2009

Bridge Replacement.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	183	1,600				
CON	LOC	400				
Fiscal Year Total		2,000	0	0	0	0
		Total FY 09-12			2,000	

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Montgomery

MPMS# 16408 *Fruitville Rd. (Bridge #232)*
 AQ Code S19 Over Perkiomen Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Upper Hanover Township

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOF	437				
FD	183	82				
FD	LOC	27				
UTL	BOF		44			
UTL	183		8			
UTL	LOC		3			
ROW	BOF		44			
ROW	183		8			
ROW	LOC		3			
CON	BOF					2,738
CON	183					513
CON	LOC					171
Fiscal Year Total		546	110	0	0	3,422
		Total FY 09-12			656	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 16433 **Pennsylvania Avenue**
 AQ Code R2 At Camp Hill Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 14B Springfield Township

The project proposes to improve the intersection of S.R. 2027, Section 001 (Pennsylvania Avenue) and S.R. 2028, Section 001 (Camp Hill Road) located in Springfield and Upper Dublin Townships, Montgomery County, Pennsylvania. This intersection improvement project involves re-alignment of the S.R. 2028 approaches to eliminate the dogleg alignment of its intersection with S.R. 2027. The improved alignment will require the relocation of the two existing traffic signals to a newly creating single signalized intersection. The new signalized intersection will offset the existing dog leg intersection and create an intersection with better geometry that is closer to ninety degrees.

A retaining wall is proposed on the southeast corner of the new intersection to avoid impacting a springhouse, which is a contributing element to the property's National Historic Registry. Also, the S.R. 2027 approaches will be widened to provide turning lanes from both directions. The project limits along Pennsylvania Avenue is approximately 1900 feet long and the limits along Camp Hill Road is approximately 2000 feet long. Throughout the project limits, full depth pavement reconstruction will be preformed. The construction of this project will use a detour. The detour will use all state routes in the vicinity.

The re-alignment of the intersection will greatly improve traffic safety and operations. The existing intersection area has numerous conflicting traffic movements and heavy congestion during peak hours. The improvements to this intersection will satisfy the need to simplify the intersection area and provide left turn lanes on each approach to increase safety for the traveling community.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	563				
FD	581	187				
ROW	STU	281				
ROW	581	94				
CON	STU				3,136	
CON	581				784	
Fiscal Year Total		1,125	0	0	3,920	0
			Total FY 09-12		5,045	

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Montgomery

MPMS# 16438

PA 309 Connector Project-Phase I

AQ Code 2020M

Allentown Road to PA 63/Sumneytown Pk

Major SOV Capacity

Roadway New Capacity

Subcorr(s): 2A, 11A,
14C

Franconia Township; Lower Salford Township; Towamencin Township

2030 LRP ID: 57

Let Date: 12/11/2008

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SPK-FH	2,000				
CON	SPK-SH	500				
CON	STU		2,439			
CON	SPK-FH		2,000			
CON	581		609			
CON	SPK-SH		500			
CON	STP			2,360		
CON	SPK-FH			12,000		
CON	581			590		
CON	SPK-SH			3,000		
Fiscal Year Total		2,500	5,548	17,950	0	0
				Total FY 09-12	25,998	

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MPMS# 16477 **PA 309, Welsh Rd. to Highland Ave.**
 AQ Code 2020M Welsh Rd. to Highland Ave. (Sec. 101)
 Major SOV Capacity Roadway Rehabilitation
 Subcorr(s): 1A, 8G, Lower Gwynedd Township; Upper Dublin Township
 8H, 14C
 2030 LRP ID: 7

Let Date: 3/29/2007

This project provides for the construction of Section 101 of Route 309, between Welsh Rd. and Highland Avenue. As part of this section, the Norristown Road interchange will include new ramps to provide exit access from 309 southbound onto Norristown Road, and entrance access from Norristown Road onto 309 northbound. The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, and reconfiguring the Easton Rd. and PA Turnpike interchanges. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

SAFETEA DEMO #1923, PA ID 416 - \$2 MILLION

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP*		10,000			
Fiscal Year Total		0	10,000	0	0	0
		Total FY 09-12			10,000	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 16479 **PA 309, Cheltenham Ave. to Church Rd.**
 AQ Code S10 Cheltenham Ave. to Church Rd. (Sec. 102
 Minor SOV Capacity Roadway Rehabilitation
 Subcorr(s): 1A, 14A, Cheltenham Township; Springfield Township
 14B
 2030 LRP ID: 7

Let Date: 1/20/2005

This project provides for the construction of Section 102 of Route 309, between Cheltenham Ave. and Church Road. The PA 309 Reconstruction Project consists of the complete removal and replacement of the existing roadway, widening the shoulders on both sides of the road in each direction, extending the acceleration and deceleration lanes, reconfiguring the Easton Rd. and PA Turnpike interchanges, and noise abatement. The project also involves rehabilitating all of the existing structures, including redecking and widening to accommodate the wider roadway. See MPMS #'s 16476, 16477, 16479, 64275 and 69799 for components of the Route 309 Reconstruction project.

CMP commitments include transit improvements to SEPTA's R5 regional rail. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Estimated total cost for this section is \$93,713,000.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	NHS	336				
FD	581	84				
UTL	NHS	336				
UTL	581	84				
ROW	NHS	336				
ROW	581	84				
CON	NHS	10,173				
CON	581	2,543				
Fiscal Year Total		13,976	0	0	0	0
			Total FY 09-12		13,976	

MPMS# 16484 **Edgehill Road (Bridge)**
 AQ Code S19 Over Old York Rd.
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14B Abington Township

Rehabilitate the bridge deck.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO		800			
UTL	BOO		350			
ROW	BOO		150			
CON	BOO				2,282	
Fiscal Year Total		0	1,300	0	2,282	0
			Total FY 09-12		3,582	

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MPMS# 16489 **Old Betzwood Bridge**
 AQ Code 2020M Over Schuylkill River
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 1A, West Norriton Township; Upper Merion Township
 9B

Let Date: 1/15/2010

The new bridge will have two lanes with 8' shoulders on both sides and a 12' wide bicycle/pedestrian path separated from the road by barriers. See MPMS #16703 for the bike/pedestrian component of this project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STP	9,176				
UTL	185	2,294				
CON	BND	11,620				
CON	BND		215			
Fiscal Year Total		23,090	215	0	0	0
			Total FY 09-12		23,305	

MPMS# 16490 **PA 23 AT OLD BETZWOOD BRIDGE**
 AQ Code R1 INTERSECTION IMPROVEMENTS
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 9B Upper Merion Township

Let Date: 1/15/2010

Install a traffic signal at the intersection of Trooper Rd. and PA 23, add a left turn lane on eastbound Trooper Rd. at PA 23, upgrade the traffic signal at PA 23 and Outer Line Dr., and add a left turn lane on eastbound PA 23 at Outer Line Dr.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		5,785			
CON	916			104		
Fiscal Year Total		0	5,785	104	0	0
			Total FY 09-12		5,889	

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 16577 **Ridge Pike, Butler Pike to Phila Line**
 AQ Code 2020M Butler Pike to Phila Line
 Minor SOV Capacity Roadway Rehabilitation
 Subcorr(s): 2B, 15B Whitemarsh Township; Springfield Township
 2030 LRP ID: 59

This project involves reconstructing the roadway and drainage, upgrading the traffic signals, and adding turn lanes where needed. Sidewalks will be included. Signals will be upgraded and interconnected. Phase 1 will be from Church Lane to Phila line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Church Lane.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU					240
UTL	LOC					60
ROW	STU					500
ROW	LOC					100
CON	STU					24,000
CON	LOC					6,000
Fiscal Year Total		0	0	0	0	30,900
		Total FY 09-12				0

MPMS# 16599 **PA 320**
 AQ Code S4 UPPER GULPH ROAD TO ARDEN ROAD
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 2B, 7B, 8J Lower Merion Township; Upper Merion Township

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail.

Project includes replacing existing wall along creek. Reconstruct roadway, construct concrete curbs, install storm pipes and inlets as needed, install guide rail as required.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					1,600
CON	582					400
Fiscal Year Total		0	0	0	0	2,000
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 16610 **Ashmead Road Bridge**
 AQ Code S19 Over Tookany Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Cheltenham Township

Replace bridge over Tookany Creek with 1 span, 34' wide, 62' long bridge: current 15 tons limit.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	320				
FD	185	60				
FD	LOC	20				
ROW	BOO	80				
ROW	185	15				
ROW	LOC	5				
CON	BOO					2,012
CON	185					377
CON	LOC					125
Fiscal Year Total		500	0	0	0	2,514
		Total FY 09-12			500	

MPMS# 16652 **Ridge Pike (Bridge)**
 AQ Code S19 Over Sanatoga Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9A Lower Pottsgrove Township

Let Date: 4/15/2009

This project involves replacing the bridge on East High Street crossing Sanatoga Creek in Lower Pottsgrove Township. The bridge carries a 2 lane road with a center turning lane over a Sanatoga Creek, which flows into the Schuylkill River south of the project area. The setting is rolling suburban terrain with residential and commercial land uses. A restaurant exists in the southeastern quadrant of the project area, and a private swim club is northwest of the bridge. Residential structures are located in the northeast and southwest quadrants.

The stone arch bridge is 50'-long and 39'-wide. The bridge was estimated to be built in the mid 1800's. In 1919 the bridge was widened in kind to both sides. In 2004 the bridge under went a major rehabilitation which replaced the upstream side of the bridge that had collapsed. In 2006, the downstream parapet was repaired due to collision. East High Street is an evacuation route for the Limerick Power Plant.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	2,490				
Fiscal Year Total		2,490	0	0	0	0
		Total FY 09-12			2,490	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 16669 PA 363, TROOPER ROAD
 AQ Code 2020M AT US 422 OFF RAMP
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 9B Lower Providence Township; West Norriton Township

Let Date: 1/15/2010

This project covers the US Route 422 off-ramp improvements associated with the Betzwood Bridge replacement (MPMS No. 16489) which is currently underway for design. The bridge replacement project will result in re-establishing two-way traffic on SR 0363 at its intersection with US Route 422 westbound off-ramp. Presently traffic in the southbound direction of PA 363 is limited to local access. Improvements are required at the off-ramp merge to maintain safety and handle the extra capacity. Improvements include the installation of a new traffic signal, new signs, new pavement marking and minor island/barrier reconstruction/removal.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916			2,580		
Fiscal Year Total		0	0	2,580	0	0
		Total FY 09-12		2,580		

MPMS# 16678 Fretz Rd. (Bridge)
 AQ Code S19 over Skippack Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 2A, Lower Salford Township
 11A

The purpose of the project is to improve mobility in the project area by replacing a bridge that is weight limited to 25 tons for single unit vehicles and 34 tons for combination (semi-trailer) vehicles. Construction includes total structure replacement, including piers, abutments, and wing walls. Roadway and shoulders will be reconstructed as needed to tie back to existing approach conditions. Guide rails and end treatments will be updated, and a portion of an existing tributary stream running parallel to approach roadway will be relocated. Selective signing upgrades will be installed in addition to durable pavement markings.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		2,090			
Fiscal Year Total		0	2,090	0	0	0
		Total FY 09-12		2,090		

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 16681 **Mill Road Bridge**
 AQ Code S19 over Branch of Meadow Brook Road
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14B Abington Township

The purpose of the project is to replace the existing deteriorated bridge structure. The stone arch recently suffered a partial collapse of the inside wall of the structure. A temporary repair has been made, but the bridge must be replaced in order to maintain the long term operation of the roadway.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	30				
UTL	BND	50				
ROW	BND	50				
CON	BND		1,200			
Fiscal Year Total		130	1,200	0	0	0
		Total FY 09-12			1,330	

MPMS# 16688 **PA 23, River Road**
 AQ Code R1 At Balligomingo Road
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 2B, 3C West Conshohocken Borough

Let Date: 4/15/2009

Project Consists of relocation of intersection of SR 0023 and Balligomingo Road to improve congestion and safety. The project will include roadway widening and reconstruction of approximately 1440' (800' along S.R.2023 and about 600' along Balligomingo road) to accommodate Left and Right turning lanes at the intersection and construction of a retaining wall between SR0023 and the Norfolk Southern Rail Road and to replace the bridge that carries SR 0023 over Gulph Creek, a tributary to the Schuylkill River.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		5,225			
Fiscal Year Total		0	5,225	0	0	0
		Total FY 09-12			5,225	

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Montgomery

MPMS# 16699 **Linfield Road (Bridge)**
 AQ Code S19 Over a Tributary of the Schuylkill
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 9A Limerick Township

Replace Culvert over a tributary of the Schuylkill River in Limerick Township.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	185	50				
ROW	185		100			
CON	185			1,000		
Fiscal Year Total		50	100	1,000	0	0
		Total FY 09-12			1,150	

MPMS# 16703 **Old Betzwood Bridge Bike/Ped Trail(C047)**
 AQ Code A2 PA 23 to PA 422/PA 363Interchange
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 1A, 9B Upper Merion Township; West Norriton Township

Let Date: 1/15/2010

This bike/ped project is being developed in conjunction with the Old Betzwood Bridge Replacement project (MPMS #16489). The new bridge over the Schuylkill River will accommodate bicycles and pedestrians with a 12' wide barrier separated path. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	800				
Fiscal Year Total		800	0	0	0	0
		Total FY 09-12			800	

DVRPC FY 2009-2012 TIP for PA

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MPMS# 16705 **Chester Valley Trail Extension (C036)**
 AQ Code A2 S. Gulph Rd. Bdrge-Norristown Trans Ctr
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 1A, Upper Merion Township; Bridgeport Borough; Norristown Borough
 3C, 8D, 8E, 9B

Let Date: 3/15/2009

This project includes the development of a 3.5 mile extension of the paved trail and bike lockers. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery to Bucks County. This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	CAQ	652				
PE	LOC	163				
FD	CAQ	409				
FD	LOC	102				
CON	CAQ	6,800				
CON	LOC	1,700				
Fiscal Year Total		9,826	0	0	0	0
			Total FY 09-12		9,826	

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MPMS# 16738 **US 422 Expressway Section M1B**
 AQ Code S10 East of Norfolk Southern RR to Park Rd.
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Lower Pottsgrove Township
 2030 LRP ID: 2

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. Acceleration lane for westbound on-ramp from Sanatoga Interchange will be improved to meet the current design standards.

Also see MPMS #'s 64220, 64222 and 66986

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	NHS					2,080
FD	581					520
UTL	NHS					436
UTL	581					109
ROW	NHS					480
ROW	581					120
CON	NHS					44,800
CON	581					11,200
Fiscal Year Total		0	0	0	0	59,745
		Total FY 09-12				0

MPMS# 16741 **Swamp Road at PA 663**
 AQ Code R1 Swamp Road at PA 663
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): New Hanover Township; Worcester Township; Whippain Township; New Hanover Township

Let Date: 8/15/2009

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU	80				
UTL	581	20				
ROW	STU	128				
ROW	581	32				
CON	STP	800				
CON	581	200				
Fiscal Year Total		1,260	0	0	0	0
		Total FY 09-12				1,260

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MPMS# 48172 **PA 23 Relocation at Allendale Rd. and Beidler Rd.**

AQ Code 2030M Moore Rd to Vandenberg Rd
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Upper Merion Township
 2030 LRP ID: 53

Construct a 4 lane controlled access (at specific intersection) Highway approximately 3.5 miles in length between US 422 and Dekalb pike US 202. The preliminary engineering phase will include traffic studies and related data collection for this project and related projects in the area.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP					1,600
FD	581					400
ROW	STP					4,000
ROW	581					1,000
CON	STP					40,000
CON	581					10,000
Fiscal Year Total		0	0	0	0	57,000
		Total FY 09-12		0	0	

DVRPC FY 2009-2012 TIP for PA

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MPMS# 48173 **Countywide Traffic Signal Improvement Project**

AQ Code R2 Phase 3
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): Various

Let Date: 11/15/2009

Upgrade and modernize inadequate, outdated traffic signal equipment throughout Montgomery County. Some intersection groups will be interconnected and part of closed loop systems. There is no roadway widening or modifications. Ornamental mast arms will be applied to Butler Avenue traffic signals in Ambler.

Ambler Borough: Butler Pike & Lindenwold Avenue, Butler Pike & Spring Garden Street, Butler Pike & Main Street, Butler Pike & Ridge Avenue
 Cheltenham Township: Glenside Avenue & Keswick Avenue, Tookany Creek Parkway & Central Avenue & Ryers Avenue, Washington Lane (SR 2056) & Ashbourne Road (SR 2025) & Mellon Road
 East Norriton Township: Germantown Pike & North Wales Road (T-377), Germantown Pike & Stanbridge Street (T-559), Germantown Pike & Hillcrest Road (T-459), Germantown Pike & Swede Road (T-579)
 Hatboro Borough: Old York Road (SR 0263) & Montgomery Avenue (SR 0332), Old York Road (SR 0263) & Moreland Avenue, Old York Road (SR 0263) & Byberry Road (SR 2009), Old York Road (SR 0263) & Horsham Road, Old York Road (SR 0263) & Lehman Avenue
 Limerick Township: Ridge Pike (SR 4031) & Swamp Pike, Ridge Pike (SR 4031) & Limerick Center Road (SR 4024)/Krugler Road, Swamp Pike & Neiffer Road (SR 4018)
 Norristown Borough: Fornance Street & Dekalb Street (SR 0202 N), Fornance Street & Fairfield Avenue (SR 3013) & Sandy Hill Road (SR 3009), Johnson Highway (SR 3017) & New Hope Street (T-367) & Plymouth Road (SR 3017)
 Springfield Township: Bethlehem Pike (SR 2018) & Mill Road, Bethlehem Pike (SR 2018) & Haws Lane Road, Bethlehem Pike (SR 2018) & Wissahickon Avenue, Upper Dublin Township, Butler Pike & Morris Road (SR 2001), Jenkintown Road (SR 2021) & Fitzwatertown Road (SR 2038), Jenkintown Road (SR 2021) & North Hills Avenue
 Upper Moreland Township: Davisville Road (SR 2042) & Terwood Road (SR 2033)
 Lower Providence Township: Trooper Road (SR 0363) & Clark Hill Drive/Norrington Drive, Ridge Pike (SR 4031) & Level Road/Evansburg Road
 Whitpain Township: Skippack Pike (SR 0073) & Penllyn-Blue Bell Pike (SR 3003, Norristown Road (SR 3001) & Stenton Avenue (SR 3003) & Narcissa Road (T-457)

SAFETEA DEMO ID #2058 - \$520,000. PA ID #425. Only \$166,000 of the DEMO applied to this project. Any additional funds required to complete the project will be provided locally. Also see MPMS #74813.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	166				
CON	LOC	42				
CON	STP		1,500			
CON	LOC		1,500			
Fiscal Year Total		208	3,000	0	0	0
			Total FY 09-12		3,208	

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 48175 Ridge Pike, Norristown Boro to Butler Pike (Pha I)

AQ Code 2020M PA Turnpike to Regal Plaza Drive-Phase I
 Minor SOV Capacity Roadway Rehabilitation
 Subcorr(s): 1A, 9B Plymouth Township
 2030 LRP ID: 64

Reconstruction of this high volume four lane arterial with the addition of a center turn lane as required. Replace two bridges over Norfolk Southern rail line and one over the Pa Turnpike. This project will result in two projects and contains the FD, ROW, and utility costs for all phases. The first construction phase is the School Lane to Regal Plaza Drive; The second phase will be from Regal Plaza to Butler Pike. Sidewalks will be included. Signals will be upgraded and interconnected. This is the first piece of the Ridge Pike reconstruction project.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					2,792
CON	LOC					6,980
Fiscal Year Total		0	0	0	0	9,772
		Total FY 09-12			0	

MPMS# 48181 Fitzwatertown Rd.

AQ Code R1 at PA 63, Moreland Rd.
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 12A Abington Township; Upper Moreland Township

Let Date: 10/15/2009

Widen for southbound right turn lane at PA 63, Moreland Rd. Update traffic signal. Reconstruct sidewalk and curb as required. Replace and/or reconfigure existing storm sewers and inlets as needed.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP	80				
FD	581	20				
UTL	STP	16				
UTL	581	4				
ROW	STP	40				
ROW	581	10				
CON	STP					800
CON	581					200
Fiscal Year Total		170	0	0	0	1,000
		Total FY 09-12			170	

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 48186 **Pottstown Area Signal System Upgrade**
 AQ Code 2020M Montgomery and Chester Counties
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): Pottstown Borough; North Coventry Township

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ					6,000
Fiscal Year Total		0	0	0	0	6,000
		Total FY 09-12			0	

MPMS# 48187 **I-76 Ramps Phase 2 - Henderson/Gulph Road Widen**
 AQ Code 2030M Henderson: S. Gulph to Route 202
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 9B Upper Merion Township
 2030 LRP ID: 54

The second of three construction projects (see also MPMS #68064 & 16211 includes construction for widening for widening and intersection improvements along S Henderson Rd from S Gulph Rd to US 202 as well as roadway and intersection improvements along S Gulph Rd s Henderson Rd Through Shoemaker

This project will widen Henderson Road from South Gulph Road to US 202, and will improve the intersection at South Gulph and Weadly Roads. The second of three construction projects, this Phase II includes final design for all three projects. This phase includes construction funds for widening and intersection improvements along South Henderson Road from South Gulph Road to US 202, as well as roadway and intersection improvements along South Gulph Road from Henderson Road through Shoemaker Road. This is Phase II of the I-76/Henderson Road Interchange project (MPMS #68064). Phase III will be the widening and intersection improvements along South Gulph Road from PA 320/Trinity Lane to South Henderson Road (MPMS #16211).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STP					800
UTL	581					200
ROW	STP					1,200
ROW	581					300
CON	NHS					8,000
CON	581					2,000
Fiscal Year Total		0	0	0	0	12,500
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 48418 **Allentown Rd.**
 AQ Code R1 at Troxel Rd. and Orvilla Rd.
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 11A, 14C Towamencin Township

Let Date: 1/15/2009

This project includes the realignment and widening of Allentown Road for approximately 1400 ft. Modification of one signalized intersection will be included along Allentown Road at Orvilla Road. A four-legged intersection will be formed with the realigned Troxel Road, Allentown Road, and Orvilla Road. Left turning lanes will be provided along each road at the intersection. Realignment of Troxel Road will tie into Allentown Road at the new four-legged signalized intersection (approximately 1000 ft.). Project will also include minor realignment and approach widening of Orvilla Rd. The two-signal traffic system will be replaced with a single traffic signal and left-turn lanes, which will increase intersection efficiency and improve traffic safety. Troxel Road and Orvilla Road presently have no significant shoulder areas, no curbing and no sidewalks. This project is contained in PennDOT's Strategic Safety Plan.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	HSIP	3,300				
Fiscal Year Total		3,300	0	0	0	0
		Total FY 09-12		3,300		

MPMS# 50364 **US 202, Dekalb Pike, Section 610**
 AQ Code 2020M Johnson Highway to Morris Road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 2A, 8G, 9B Whitpain Township; East Norriton Township; Norristown Borough
 2030 LRP ID: 56

This project is currently in final design. Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 600 are from Johnson Highway to PA 309.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	1,600				
FD	581	400				
Fiscal Year Total		2,000	0	0	0	0
		Total FY 09-12		2,000		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 50646

PA 63 - Rehab 2 Bridges

AQ Code S19

Unami Creek/East Branch of Perkiomen

Not SOV Capacity

Bridge Repair/Replacement

Adding Subcorr(s):

Lower Salford Township; Upper Salford Township; Marlborough Township

Rehabilitate 2 bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	820				
UTL	BND		250			
ROW	BND		300			
CON	BND					5,897
Fiscal Year Total		820	550	0	0	5,897
		Total FY 09-12		1,370		

MPMS# 50671

Kutztown Road (Bridge)

AQ Code S19

Over Molasses Creek

Not SOV Capacity

Bridge Repair/Replacement

Adding Subcorr(s):

Upper Hanover Township

Let Date: 10/15/2009

The purpose of this project is to replace the structurally deficient bridge on Kutztown Road. The bridge is posted for 15 tons and has a very low sufficiency rating. The project is located in an area with rolling terrain. Land use in the vicinity consists of mixed use residential and agricultural. Residential properties are comprised of single family homes. The project includes the removal and replacement of the existing bridge with a rigid frame and or with box culvert. The new bridge will be re-aligned with the existing roadway. Reconstruction of the bridge approaches will be limited to 200' in each approach.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO		50			
ROW	BOO		50			
CON	BOO			900		
Fiscal Year Total		0	100	900	0	0
		Total FY 09-12		1,000		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 57849 **PA 29, Main St. (Bridge)**
 AQ Code S2 over abandoned Reading Railroad Tracks
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Pennsburg Borough; Red Hill Borough

Let Date: 4/15/2010

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	185	150				
UTL	185	50				
ROW	185	75				
CON	185		1,000			
Fiscal Year Total		275	1,000	0	0	0
		Total FY 09-12			1,275	

MPMS# 57851 **Plank/Otts/Meyers/Seitz Rds.**
 AQ Code S19 PA 73 to Township Line Rd.
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): Skippack Township; Perkiomen Township

Corridor/intersection improvements; realign off-set intersection, upgrade to good 2-lane road with shoulders (one mile).
 SAFETEA DEMO #2629, PA ID# 461 - \$800,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	SXF					800
ROW	STP					1,939
ROW	581					684
CON	STP					8,586
CON	581					2,146
Fiscal Year Total		0	0	0	0	14,155
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 57858 **Lafayette St. Extension**
 AQ Code 2030M Dannehower Bridge to PA Turnpike
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Norristown Borough; Plymouth Township
 2030 LRP ID: 55

This project will involve extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

TEA 21 DEMO -\$10 million (\$7.178 MILLION AVAIL 1/06)

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	SXF	2,000				
ROW	LOC	400				
Fiscal Year Total		2,400	0	0	0	0
			Total FY 09-12		2,400	

Pennsylvania - Highway Program

Montgomery

MPMS# 57861 **Pleasant View Rd.**
 AQ Code R4 Buchert Rd. to Sanatoga Rd.
 Not SOV Capacity Intersection/Interchange Improvements
 Adding Subcorr(s): 9A Lower Pottsgrove Township

The Pleasant View Road Improvement Project involves the rehabilitation and or replacement of approximately 2500 linear feet of Pleasant View Road from the intersection of Buchert Road at Segment 0030, Offset 1035, to the intersection of Sanatoga Road, ½ mile to the north at Segment 0030, Offset 3535. Additionally, this project involves the widening of Buchert Road for a length of 400 feet. As a part of this project, a sidewalk will also be constructed on one side of both Buchert and Pleasant View Roads for the entire length of the project.

The reconstruction of Pleasant View Road is required due to substandard horizontal geometry of an existing S-bend curve. Both curves radii in this section of road will be increased to improve roadway safety at this accident prone location. Additionally, vertical geometry improvements will be made to increase stopping sight distance along this rolling vertical profile. The existing cartway of Pleasant View Road will also be widened and curbed. Existing cartway width currently varies from 20 ft to 24 ft and the proposed condition will be a uniform 28 feet wide. Drainage will also be improved along this section of roadway by providing properly designed inlets, pipe conveyance and drainage features. The Buchert Road and Pleasant View Road intersection will also be improved by widening Buchert to add a separate left turning lane.

Currently Pleasant View Road does not have any pedestrian or bike facilities within the project limits. As a part of this project pedestrian access has been improved by the addition of a sidewalk for the entire length of the reconstructed roadways. The pedestrian and traffic improvements associated with this project will link the existing features south of Buchert Road with a new planned community at the northern end of the project limits named Spring Valley Estates. As a part of the Spring Valley Estates project, highway improvements will be made, by realigning Bleim Road with Sanatoga Road. The proposed improvements along the Pleasant View Road corridor will provide continuity in this section of roadway with each roadway approach and will provide a continuous sidewalk from the Spring Valley Estates community to downtown Pottstown.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP				1,552	
CON	581				388	
Fiscal Year Total		0	0	0	1,940	0
		Total FY 09-12			1,940	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 57864 Cowpath Rd./Godshall Rd./Broad St.

AQ Code R4

Minor SOV Capacity Intersection/Interchange Improvements

Subcorr(s): 11A Franconia Township

Let Date: 7/15/2009

Project S.R. 1012 (Godshall Road/West Broad Street) extends approximately 700 feet to either side of Cowpath Road intersection between Station 13+50.00 (Segment 0030/Offset 4060) and Station 28+50.00 (Segment 0040/Offset 0679). Work on T-410 (Cowpath Road) will extend approximately 650 feet to the West and 560 feet to the East of the intersection with Godshall Road between Station 12+25.00 and Station 24+30.00.

The project includes widening for its entire length to provide left turn lanes at all approaches and dedicated right turn lanes from westbound T-410 (Cowpath Road) and from northbound S.R. 1012 Godshall Road. Also, included is the addition of 4' shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

This project involves realignment of S.R. 1012 (Godshall Road and West Broad Street) in order to remove the offset that currently exists between the two roads and along the path of the state route.

S.R. 1012 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the northbound approach and 4' shoulders.

T-410 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the westbound approach and 4' shoulders.

Shoulders are to be widened from the existing 0'-2' to a 4' minimum. .

There are currently no accommodations for pedestrians or bicycles. Proposed pedestrian accommodations include sidewalk along the west side of S.R. 1012 (West Broad Street), cross walks and islands with associated hand/man pedestrian signals, and additional sidewalk near the intersection along (S.R. 1012) Godshall Road

-There are no adjacent projects requiring coordination at this time.

This project also includes the replacement of two non-historical bridges. Their sufficiency ratings are as follows:

SR 1012 over Skippack Creek: 95.7
Proposed New Structure: Prestressed Adjacent Box Beam

SR 1012 over Tributary to Skippack Creek: 46.6
Proposed New Structure: Single Cell Precast Arch

Two retaining walls will also be constructed. One is located on the north side of Cowpath road, just east of the West Broad Street (SR 1012) intersection. The second is located along the east side of West Broad Street on the ramp carrying westbound traffic on Cowpath to northbound West Broad.

The project includes one (1) new signalized intersection with eleven (11) LED signal heads and four (4) LED pedestrian indications. The intersection is at Cowpath Road (T-410) and West Broad Street (SR 1012)/Godshall Road (SR 1012). The intersection signal will be traffic responsive with the use of video detection. Remote access is not included in the design. This project precedes the current Regional ITS Architecture; therefore compliance is out of scope.

This project does not coordinate with another project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU					4,985
CON	581					1,246
Fiscal Year Total		0	0	0	0	6,231
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 59522 **PA Tpk. NE Extension/Corridor Incident Traffic Mgt**

AQ Code S7
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 2A, 11A, Various
 14C

Let Date: 3/15/2009

This project will implement a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. Video cameras, variable message signs, interconnected signal systems and trail blazer signage are components of the system. Work undertaken as part of the DVRPC FY06 Work Program provided signal inventories, cost estimates to make equipment consistent, identification of closed loop subsystems and priorities within the corridor, requirements for linking the system to PENNDOT's Traffic Control Center, and a trail blazer signage plan. This project is integral to the Delaware Valley Freight Corridors Initiative.

SAFETEA LU DEMO #878, PA ID #361 - \$3.2 MILLION

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,600				
CON	CAQ	840				
CON	576	610				
Fiscal Year Total		3,050	0	0	0	0
		Total FY 09-12			3,050	

MPMS# 61709 **Pedestrian/Bicycle Promenade**

AQ Code A2 Pottstown Boro.
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): Pottstown Borough

This project includes the construction of a pedestrian promenade connecting the Pottstown Business District, the waterfront, and the Montgomery County Community College. Improvements covered under this project include bituminous trail, pavement reconstruction, drainage facilities, installation of a pre-fabricated bridge structure, lighting, concrete curb, landscaping amenities, pavement markings, and signage.

TE funds were approved during the FY2000 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. A total of up to \$802,000 TE funds will be made available for this project, and \$502,000 has already been obligated.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 63486 **US 202, Johnson Hwy. to Twp. Line Rd. (61S)**
 AQ Code 2020M Johnson Highway to Twp. Line Rd.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8G, 9B Norristown Borough; East Norriton Township; Whitpain Township
 2030 LRP ID: 56

Widen US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section 61S of US 202 between Johnson Highway and Township Line Road in East Norriton Township. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section designed under Section 610. ITS elements are included in this project.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	NHS				1,600	
ROW	581				400	
CON	NHS					24,800
CON	581					6,200
Fiscal Year Total		0	0	0	2,000	31,000
		Total FY 09-12			2,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 63490 **US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)**

AQ Code 2020M Township Line Rd. to Morris Road

Major SOV Capacity Roadway New Capacity

Subcorr(s): 2A, 8G Whitpain Township

2030 LRP ID: 56

Let Date: 4/15/2010

Widen US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in East Norriton Township. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section designed under Section 610.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

TOLL CREDIT

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	NHS			2,000		
CON	TOLL					
CON	NHS				2,000	
CON	TOLL					
CON	TOLL					
CON	NHS					32,500
CON	CAQ					2,500
Fiscal Year Total		0	0	2,000	2,000	35,000
				Total FY 09-12	4,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 63491 **US 202, Morris Rd. to PA 63 (Sec 65S)**
 AQ Code 2020M Morris Rd. to Swedesford road
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8G, 14C Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Township
 2030 LRP ID: 56

Widen Route 202 Section 65S from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek. This section was designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Swede Road; Swede Road to Morris Road; Morris Road to PA 63; PA 63 to PA 309.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. ITS elements are included in this project.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

TOLL CREDIT

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS				12,800	
CON	581				3,200	
CON	STU					5,012
CON	NHS					20,588
CON	581					6,400
Fiscal Year Total		0	0	0	16,000	32,000
		Total FY 09-12			16,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 63492 **US 202, Swedesford Rd. to PA 309 (Section 65N)**
 AQ Code 2020M Swedesford Road to Route 309
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8G, 14C Upper Gwynedd Township; Lower Gwynedd Township; Montgomery Township
 2030 LRP ID: 56

Let Date: 1/15/2009

Widen US 202 Section 65N from two lanes to five lanes including a center turn lane in this section between Swedesford Road and Route 309 in Lower Gwynedd and Montgomery Townships. Traffic signal equipment will be replaced at certain intersections. This section was designed under Section 650 and ITS elements are included in this project.

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

TOLL CREDIT

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS	1,750				
CON	SPK-FH	3,250				
CON	CAQ		2,000			
CON	NHS		1,750			
CON	STP		2,000			
CON	CAQ			3,000		
CON	STP			8,667		
Fiscal Year Total		5,000	5,750	11,667	0	0
				Total FY 09-12	22,417	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 63493 **US 202, 5-Points Intersection (Sec. 71A)**
 AQ Code 2020M Intersection of US 202/Route 309/PA 463
 Minor SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 8H, 14C Montgomery Township
 2030 LRP ID: 33

Let Date: 1/15/2012

This project involves modifications to the intersection of SR 0202 (Doylestown Road) with SR 0309 (Bethlehem Pike) and SR 0463 (Horsham/Cowpath Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work will extend approximately 420 m (1400 ft) from the intersection on SR 0309 NB; 290m (950 ft) on SR 0202/SR 0309 SB; 204m (670 ft) on SR 0463 EB; 460m (1510 ft) on SR 0463 WB respectively. Both signal support structures will be replaced.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	581				3,822	
Fiscal Year Total		0	0	0	3,822	0
		Total FY 09-12			3,822	

MPMS# 63494 **US 202 Sec 700 ITS**
 AQ Code S7 PA 63 Welsh Rd to PA 611 Bypass
 Signal/ITS Improvements
 2030 LRP ID: 33 Upper Gwynedd Township; Lower Gwynedd Township; Doylestown Township

This project will assist in managing traffic in the corridor between Montgomeryville and Doylestown along the new US-202 Parkway and its intersections, existing US-202 Doylestown Rd, Upper State Rd, Stump Rd, and the Pa-611 By-Pass. Install dynamic message signs, cameras, and fiber; upgrade and coordinate traffic signals. Integrate into the District's Traffic Control Center and affected townships and boroughs.

ISTEA earmark - PA ID# 017

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	TOLL					
PE	SXF	250				
FD	SXF	250				
FD	TOLL					
UTL	TOLL					
UTL	SXF		1,000			
ROW	SXF		100			
ROW	TOLL					
CON	SXF			8,353		
CON	TOLL					
Fiscal Year Total		500	1,100	8,353	0	0
		Total FY 09-12			9,953	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 64017 **Sumneytown Pike**
 AQ Code 2020M Between Allentown Rd. and Beaver Street
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8G, 14C Upper Gwynedd Township

Let Date: 2/15/2013

This project is full-depth pavement construction and widening from Allentown Road to the bridge over Wissahickon Creek in Upper Gwynedd Township. The existing typical section includes one curbed 12' lane in each direction with left turn lanes at the intersections with Allentown Road and Church Road. The proposed typical section includes two 11' lanes in each direction with an 11' center turn lane and 3.5' offset to the curb. This project includes wide outside lanes for use by bicycles and also includes sidewalks, crosswalks, and hand/man signals for pedestrians. This project also includes the replacement of the CSX railroad bridge over Sumneytown Pike and signal upgrades at Allentown Road and Church Road. This project is coordinated with the section to the east between Church Road and Beaver Street

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU					1,200
UTL	LOC					300
ROW	STU					480
ROW	LOC					120
CON	STU					10,400
CON	LOC					2,600
Fiscal Year Total		0	0	0	0	15,100
		Total FY 09-12			0	

MPMS# 64795 **Rock Hill Rd./Belmont Ave.**
 AQ Code 2020M PA 23 to I-76
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 3B, 7B Lower Merion Township

Upgrade signals. Provide left turn lanes at two intersections: a left turn lane from Rock Hill Rd. to Belmont Ave., and from Belmont Ave. to I-76. Widen Belmont Avenue to provide additional lanes and streetscape improvements; modify I-76 and railroad overpasses.

A cost sharing agreement between PennDOT and Montgomery County for the ROW phase in LFY will be determined in the future.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC	1,700				
ROW	LOC					5,000
CON	STU					10,400
CON	581					2,600
Fiscal Year Total		1,700	0	0	0	18,000
		Total FY 09-12			1,700	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 64796 **US 422 / PA 363 Interchange**
 AQ Code 2030M Part 2 of River Crossing Complex
 Major SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 1A, 9B West Norriton Township; Lower Providence Township
 2030 LRP ID: 61

Let Date: 1/15/2013

This project provides for a full-movement interchange at PA 363, including an east bound off ramp and west bound on ramp, as well as modifying existing ramps as necessary and adding an additional WB off-ramp at Adams Avenue.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance is programmed as MPMS #74648.

NOTE INTERIM IMPROVEMENTS 74648

SAFETEA DEMO #20, PA ID# 672 - \$800,000 of \$20 MILLION DEMO PROGRAMMED IN FY07

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS					116,000
CON	581					29,000
Fiscal Year Total		0	0	0	0	145,000
		Total FY 09-12				0

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Pennsylvania - Highway Program

Montgomery

MPMS# 64798 **North Narberth Ave. (Bridge)**
 AQ Code S19 over AMTRAK / SEPTA
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7B Narberth Borough

Replace this borough owned, through girder type bridge. This bridge currently has one sidewalk.

This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	352				
FD	183	66				
FD	LOC	22				
CON	BOO					4,400
CON	183					825
CON	LOC					275
Fiscal Year Total		440	0	0	0	5,500
		Total FY 09-12			440	

MPMS# 64811 **PA 463 Horsham Rd.**
 AQ Code 2020M North Wales Rd. to General Hancock Rd.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 8H, 14C Montgomery Township

Let Date: 6/30/2012

Widen a 1,148 m (3,765') section of Horsham Road between General Hancock Boulevard and North Wales Road to 4 lanes. This is the continuation of a roadway widening project along this section of Horsham Road. The first project, S.R. 0463, Section 57S extended from Stump Road to General Hancock Boulevard. When completed Horsham Road will be widened to a minimum of four lanes from Stump Road on the east to North Wales Road on the west. Horsham Road west of North Wales Road is currently four lanes wide. The project will also provide for turning lanes at all intersections as well as a center/left turn lane throughout the projects limits.
 (Phase II, companion project to Phase I, TIP # 8757, culvert replacement/widening project.)

CMP commitments include bicycle and intersection improvements. Also see US 202 Section 700 commitments that impact this project. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU	600				
CON	STU		1,000			
CON	581		250			
CON	STU			3,000		
CON	581			745		
Fiscal Year Total		600	1,250	3,745	0	0
		Total FY 09-12			5,595	

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Pennsylvania - Highway Program

Montgomery

MPMS# 64845 **Terwood Road Bridge**
 AQ Code S19 over Branch of Pennypack Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 12A Lower Moreland Township

The existing structure carries Terwood Road over an unnamed tributary to Pennypack Creek in Lower Moreland Township, Montgomery County, Pennsylvania. Terwood Road and the bridge that crosses a tributary of the Pennypack Creek is owned and maintained by PENNDOT. The existing structure is a single span concrete encased steel I-beam bridge supported by stone masonry abutments and has an approximate 5-foot underclearance and a 40 degree skew. The existing roadway width across the structure is 22 feet curb-to-curb and 23.8 feet out to out. The existing bridge is narrower than the approach roadway and does not meet current design criteria. This is a safety issue. The need for this project is to increase the hydraulic opening and to bring the bridge section up to current design standards. Additionally the northern approach is showing erosions problems that will be addressed as part of this project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	25				
UTL	BOO	50				
ROW	BOO	100				
CON	BND		1,000			
Fiscal Year Total		175	1,000	0	0	0
		Total FY 09-12				1,175

MPMS# 65910 **Ambler Streetscape / Station Landscaping**

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Ambler Borough

Let Date: 1/15/2011

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 66986 **US 422, Berks to Schuylkill River**
 AQ Code S19 West of Cty Line-East of Schuylkill Rvr
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): West Pottsgrove Township; Pottstown Borough; North Coventry Township
 2030 LRP ID: 2

Reconstruction of 1.7 miles of expressway on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. This project involves reconfiguration of the "S-curve" and Stowe Interchange. The Stowe Interchange will be realigned from the existing Trumpet configuration with tight loop ramps to a Diamond configuration. The horizontal radii comprising the Stowe "S-curve" will be increased to meet current design standards including stopping sight distance. Reconstruct the bridge carrying SR 0422 over Schuylkill River. The Schuylkill River Bridge is a fracture critical structure with Hone-like details. In 2003, a fracture crack was found in a girder carrying eastbound SR 0422, requiring closure of the bridge followed by the emergency repair work. The new structure will have a multi-girder superstructure. The bridge carrying Ramp XY over SR 0422 at the Stowe Interchange will be reconstructed with the realigned interchange and will provide 16'-6" of vertical clearance with SR 0422. Structural improvements also include the replacement and extension of two (2) culverts. Also see MPMS #s 14698, 16738, 64220, and 64222. SAFETEA DEMO # 1202, PA ID# 384 \$1.2 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	5,000				
UTL	BND	500				
ROW	BND	1,800				
CON	BND		3,000			
CON	BND			16,962		
CON	BND				11,990	
Fiscal Year Total		7,300	3,000	16,962	11,990	0
			Total FY 09-12	39,252		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 68064 I-76 West Ramps Phase1- Henderson/Gulph Road Widen

AQ Code 2020M I-76 WB Ramps and Noisewalls-Phase I
 Major SOV Capacity Intersection/Interchange Improvements
 Subcorr(s): 3C, 9B Upper Merion Township

The first of three construction projects (see also #48187 & 16211 includes construction of a new I-76 Westbound of ramp from the S. Gulph and Henderson Rd Intersection also includes improvements and construction of a Noisewall along the I-76 Westbound on-ramp between S Henderson & Weadley Rds. Final Design for the project is obligated in MPMS 48187

This project is Phase I and includes construction of a new I-76 westbound off-ramp and relocated I-76 westbound on-ramp from/to the South Gulph and Henderson Roads intersection. Also included are intersection improvements and construction of a noisewall along the I-76 westbound on-ramp between South Henderson and Weadly Roads. The first phase of three construction projects (also see MPMS #'s 48187 and 16211), note that final design for all three projects is included in MPMS #48187.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	NHS					200
UTL	581					50
ROW	NHS					600
ROW	581					150
CON	NHS					10,800
CON	581					2,700
Fiscal Year Total		0	0	0	0	14,500
		Total FY 09-12				0

MPMS# 69799 PA 309 ITS Integration

AQ Code S7
 Not SOV Capacity Signal/ITS Improvements
 Adding Subcorr(s): 1A, Various
 14A, 14B
 2030 LRP ID: 7

Let Date: 2/9/2007

This project would provide for the installation of ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 Reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	NHS*	1,500				
CON	NHS*		1,500			
CON	STP*			2,448		
Fiscal Year Total		1,500	1,500	2,448	0	0
		Total FY 09-12				5,448

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 70197 **US 422 (New) Exwy Bridge Over Schuylkill River**
 AQ Code 2020M Part 3 of River Crossing Complex
 Major SOV Capacity Bridge Repair/Replacement
 Subcorr(s): 1A, 9B West Norriton Township; Upper Merion Township
 2030 LRP ID: 61

Let Date: 1/15/2013

This project provides for the reconstruction of the existing US 422 bridge over the Schuylkill River, including a new parallel four lane bridge. There are also 2 other smaller bridges included in the limits of the project, one which crosses over Indian Drive, and one which crosses over the Schuylkill River Trail. (See MPMS #16489 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) Relocating the east-bound off ramp at PA 23/US 422 Interchange and relocating North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Avenue west-bound off ramp.
- 3) US 422 Betzwood Bridge over the Schuylkill River, rehabilitation and widening of the bridge (MPMS #70197) and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance is programmed as MPMS #74648.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO			3,200		
FD	185			800		
CON	BOO					41,600
CON	185					10,400
Fiscal Year Total		0	0	4,000	0	52,000
		Total FY 09-12		4,000		

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Montgomery

MPMS# 71203 *Flourtown-Erdenheim Community Gateways*

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 1A, Springfield Township
 14B

Let Date: 8/15/2008

Establish gateway medians and install street trees to delineate entranceways to the Flourtown and Erdenheim Village Shopping Districts and the Valley Green Road Commercial Center. Gateways will be constructed at three locations, Bethlehem Pike and Valley Green Road, East Mill Road and Penn Oak Road, and Bethlehem Pike and Gordon Road.

\$190,900 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 - \$3,200
 FD - \$16,000

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

MPMS# 71206 *Collegeville Streetscape, TE*

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 9A, Collegeville Borough
 11A

This effort within Collegeville Borough is to revitalize and beautify Main St. between Third Avenue and Fourth Avenue. The proposed improvements have been developed to encourage walking and to ensure pedestrian safety and driver awareness using pedestrian crossings, lane narrowings, landscaping, street furnishings and lighting.

\$679,526 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 - \$17,275
 FD - \$86,377

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 72974 **Anderson Ave. Bridge/Underpass/Streetscape HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 7B Lower Merion Township

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.

The Anderson Avenue underpass is the only pedestrian and auto passageway linking the Ardmore R-5 Amtrak/Septa station and tracks that bisect the business district. The underpass is in serious disrepair deterring pedestrians from walking from the station and Suburban Square shopping center to the Ardmore business district. The improvements will create a safer pedestrian and auto environment.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$518,880 funding will be drawn down at the appropriate time.

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

MPMS# 72977 **Butler Pike Pedestrian Walkway Improvements HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 2B, Whitemarsh Township
 15B

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.

The proposed improvement include 150 LF of 6' wide sidewalk, curbing and segmental block wall, 4 ADA Access Ramps, crosswalk striping, installation of 5 push button access & 6 pedestrian head signals, 2 bus shelters with street furniture along SEPTA Bus Route 95 i.e. Germantown Pike (SR 3053) from Whitemarsh High School to Butler Pike (SR 3016) and at the intersection of S.R. 3053 & S.R. 3016.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$187,335 funding will be drawn down at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

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MPMS# 72978 **Norristown Main St. Streetscape Phase III HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8F, Norristown Borough
 9B

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.

Continuation of existing streetscape improvement project. Phase III will consist of new sidewalks to improve pedestrian safety and increase foot traffic in the Borough's main commercial corridor along Main Street from Cherry Street to Barbadoes Street. New street trees, historic lightning and other amenities will be provided once the improvements are completed. Improvements will eliminate existing tripping hazards and ensure ADA compliance.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$529,840 funding will be drawn down at the appropriate time.

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

MPMS# 72992 **Glenside Streetscape & Traffic Calming HTSSRS**

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 14B Cheltenham Township

Let Date: 12/20/2007

Construct Pedestrian Access Improvements and Traffic Calming Measures along Easton Rd. Through the Glenside Commercial District between, approximately, Church Road (PA 73) and Mt. Carmel Avenue in Cheltenham Township. Improvements will include sidewalks, lighting, ornamental traffic signals, benches, trash receptacles, street trees, bus shelters, crosswalks and stamped asphalt.

Streetscape & traffic calming improvements on Easton Road, the main thoroughfare in the Glenside Commercial District. The goal is to slow traffic while maintaining current volumes and to create safer and orderly pedestrian-friendly environments, improve vehicular circulation, and a more walkable community.

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 was recommended in the spring of 2005 for funding through the HTSSRS program. \$500,000 funding will be drawn down at the appropriate time.

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

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MPMS# 72994 *York Road (SR 263) Hatboro Revitalization HTSSRS*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 1A, Hatboro Borough
 12A

Let Date: 3/15/2009

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.

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION may be broken out to MPMS #74817.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,000				
CON	LOC	250				
Fiscal Year Total		1,250	0	0	0	0
		Total FY 09-12		1,250		

MPMS# 74803 *Main Street in Lansdale Pedestrian Project*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Lansdale Borough
 14C, 14D

Let Date: 1/15/2010

Reconstruction of curbs and sidewalks, and streetscape improvements on Main Street between Broad and Richardson Streets.

SAFETEA DEMO ID #2443 - \$640,000. PA ID #448. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74804 (streetscape earmark) and MPMS#77461 (Home Town Streets

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		640			
Fiscal Year Total		0	640	0	0	0
		Total FY 09-12		640		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 74804 **Mill Street Improvement Project**
 AQ Code S19 Green Street to Richardson Avenue.
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): Lansdale Borough
 14C, 14D

Let Date: 1/15/2010

Reconstruction of curbs and sidewalks, utility relocation, and improved roadway drainage. This project will contribute to Transit Oriented Development to what is currently a parking area adjacent to SEPTA's Lansdale station.

SAFETEA DEMO ID #2046 - \$720,000. PA ID #424. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74803 (streetscape earmark) and MPMS#77461 (Home Town Streets).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		720			
Fiscal Year Total		0	720	0	0	0
		Total FY 09-12		720		

MPMS# 74808 **Old York Rd Street Imprv**
 AQ Code S6 Jenkintown Borough
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 14B

This project will reconstruct curb, sidewalk, lighting and landscaping along Old York Road from Summit Avenue to Cherry Street. The goal is to improve the appearance of downtown Jenkintown, improve pedestrian safety, and to promote revitalization of the downtown area. The existing streetscape elements are outdated and in need of aesthetic upgrade and safety improvements.

SAFETEA DEMO #7515, PA ID #517 - \$800,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		800			
Fiscal Year Total		0	800	0	0	0
		Total FY 09-12		800		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 74812 **Susquehanna Road Bridge Reconstruction**

AQ Code S19 On SR 2017 over Sandy Run Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Abington Township

Let Date: 8/15/2009

Construction of a parallel box culvert to the existing bridge to improve the hydraulic opening and address area flooding. Existing roadway width (which accommodates bicycles) and sidewalks will be maintained. This project is part of an overall upgrade of the Sandy Run channel. PaDEP is advancing a project to improve the channel downstream of this location.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$600,000 DEMO applied to this project. Also see MPMS #77804 and 77805. Any additional funds required to complete the project will be provided locally.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	120				
FD	LOC	30				
UTL	SXF	20				
UTL	LOC	5				
CON	SXF		436			
CON	LOC		109			
Fiscal Year Total		175	545	0	0	0
			Total FY 09-12		720	

MPMS# 74813 **Ambler Pedestrian Sidewalk Improvements**

AQ Code X12 Bicycle/Pedestrian Improvement
 Not SOV Capacity Ambler Borough
 Adding Subcorr(s):

Let Date: 7/15/2009

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.
 SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	354				
CON	LOC	88				
Fiscal Year Total		442	0	0	0	0
			Total FY 09-12		442	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 74814 **Upper Dublin Twp Street Improvement Project**

AQ Code S10 Virginia Dr and Commerce Dr
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 1A, Upper Dublin Township
 14B

Let Date: 6/15/2011

This project will include the reconstruction of the existing four lane main thoroughfare of Virginia Drive and Commerce Drive serving the Fort Washington Office Center. This project will involve base repair, reclamation of the existing paving and a portion of the stone base, and application of superpave binder and wearing courses. Any additional funds required to complete the project will be provided locally. The Total Project Cost is \$1,515,392.

SAFETEA-LU Earmark - ID 3518/PA ID #520 - \$1.2 million

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF			1,200		
Fiscal Year Total		0	0	1,200	0	0
		Total FY 09-12		1,200		

MPMS# 74815 **Upper Gwynedd Streetscape Improvements**

AQ Code X12 West Point and Garfield Avenues
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 8G, Upper Gwynedd Township
 14C

Let Date: 3/15/2010

Streetscape improvement at West Point and Garfield Avenues, including curb and sidewalk reconstruction and improved lighting in the four block section surrounding the intersection of West Point and Garfield Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		300			
Fiscal Year Total		0	300	0	0	0
		Total FY 09-12		300		

DVRPC FY 2009-2012 TIP for PA

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Montgomery

MPMS# 74937 **Whitemarsh Township Street Improvements**
 AQ Code S6 Germantown Pk from Church to Joshua Rds
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 1A, Whitemarsh Township
 2B, 14B, 15B

Let Date: 1/31/2009

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

Schoor DePalma, along with Cultural Resource Consultant, CRCG Inc., will be performing all required topographic surveying and base mapping; preliminary and final design, drawings, and construction details; cultural resources survey; traffic planning; construction bidding; and construction inspection services

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,872				
CON	LOC	368				
CON	SXF		368			
CON	LOC		92			
Fiscal Year Total		2,240	460	0	0	0
			Total FY 09-12		2,700	

MPMS# 75764 **SalfordSta/ Mill Race&Perkio**
 AQ Code S19 Upper Salford Twp
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Upper Salford Township; Lower Frederick Township

This project entails the replacement of two bridges. Salford Station Road (SR 1024) over a Mill Race and Salford Station Road over the Perkiomen Creek. The bridge over the Mill Race is a concrete encased steel I-beam bridge with concrete parapets. The bridge over the Perkiomen is a through girder.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916		1,000			
UTL	916		100			
ROW	916		100			
CON	916			4,000		
CON	916				4,000	
Fiscal Year Total		0	1,200	4,000	4,000	0
			Total FY 09-12		9,200	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 77461 *Broad Street Corridor Streetscape*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Lansdale Borough
 14C, 14D

The Borough of Lansdale will undertake streetscape improvements along Broad Street.
 In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time.

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

MPMS# 77462 *Collegeville Main Street Revitalization, Phase II*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 9A Collegeville Borough

Enhance the pedestrian experience on Main Street by completing curb, sidewalk, landscape, and lighting improvements between 1st Ave and 4th Ave.
 In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$522,950 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 77463 *Glenside Streetscape/Traffic Calming (Phase II)*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Cheltenham Township
 14A, 14B, 15B

Let Date: 12/20/2007

This project provides for the installation of streetscape and traffic calming improvements on Easton Road, which is the main thoroughfare in the Glenside Commercial District.

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.

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

MPMS# 77804 *Huntingdon Pike Traffic Signal Upgrade*

AQ Code 2020M
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5G, 12A Abington Township

Let Date: 1/15/2009

Upgrade traffic signals along 2.3 miles along Huntingdon Pike from Lower Rockledge to Lower Moreland. The Borough of Rockledge and the City of Philadelphia have partnered to coordinate the lights along the Huntingdon Pike/Rahwn Street corridor. Upgrades will include new poles, signals, underground wiring and battery back-up systems. The central monitoring station will be located in Abington Township which already operates three other closed loop systems. Additional equipment at the Township building and training are not required. The system will operate on pre-programmed timings that vary by time of day. Remote access will be provided via a phone drop. Huntingdon Pike is not part of the regional ITS plan.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$600,000 DEMO applied to this project. Also see MPMS #77805 and 74812. \$544,000 DEMO applied to this project.

Also see MPMS #77805 and 74812. Any additional funds required to complete the project will be provided locally.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	SXF	20				
UTL	LOC	5				
ROW	SXF	20				
ROW	LOC	5				
CON	SXF		440			
CON	LOC		110			
Fiscal Year Total		50	550	0	0	0
		Total FY 09-12				600

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 77805 *Edge Hill Road Pedestrian and Road Improvements*

AQ Code S19 Old York Road to Woodland
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 14B Abington Township

Let Date: 2/15/2009

Sidewalk and roadway drainage improvements to the state road in the vicinity of the new elementary school.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$400,000 DEMO applied to this project. Also see MPMS #77804 and 74812. Any additional funds required to complete the project will be provided locally.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	SXF	16				
UTL	LOC	4				
ROW	SXF	8				
ROW	LOC	2				
CON	SXF		232			
CON	LOC		58			
Fiscal Year Total		30	290	0	0	0
			Total FY 09-12		320	

MPMS# 78742 *Lafayette Av O/Wssachickn*

AQ Code S19 UPPER DUBLIN TWP
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 1A,
 14B

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	132				
FD	BND		132			
CON	916					1,574
Fiscal Year Total		132	132	0	0	1,574
			Total FY 09-12		264	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 79863 **Lafayette St- Ford Street to Conshohocken Rd.**

AQ Code 2020M Ford Street to Conshohocken
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Norristown Borough; Plymouth Township
 2030 LRP ID: 55

This project will extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange. This new section between Ford Street and Conshohocken Road will be constructed and will provide turn lanes onto Conshohocken Road. Also reconstruct and widen Ridge Pike from Norristown Borough Line to PA Turnpike. Upgrade and coordinate signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections. See MPMS #'s 57858, 79864, and 79928.

TEA 21 DEMO -\$10 million (\$7.178 MILLION AVAIL 1/06)
 2004 DEMO - \$750,000
 SAFETEA DEMO #4809, PA ID# 619 - \$500,000
 SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	SXF					6,400
ROW	LOC					1,600
CON	STP					27,000
CON	LOC					6,000
Fiscal Year Total		0	0	0	0	41,000
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 79864 **Lafayette St - Barbados St. to Ford St.**

AQ Code 2020M Barbados St. to Ford St.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Norristown Borough
 2030 LRP ID: 55

This project will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections. See MPMS #'s 57858, 79863, and 79928.

TEA 21 DEMO -\$10 million (\$7.178 MILLION AVAIL 1/06)
 2004 DEMO - \$750,000
 SAFETEA DEMO #4809, PA ID# 619 - \$500,000
 SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ROW	SXF	1,924				
ROW	LOC	481				
CON	SXF					8,320
CON	LOC					2,080
Fiscal Year Total		2,405	0	0	0	10,400
		Total FY 09-12		2,405		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 79928 **Lafayette St./US 202 Dannehower Bridge Interchange**

AQ Code 2030M Norristown Borough
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B
 2030 LRP ID: 55

This project will provide for the construction of a half diamond interchange from Dannehower Bridge to a newly relocated Lafayette Street, including a north-bound off-ramp and a south-bound on-ramp. Additionally, reconstruct the Dannehower Bridge.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. The long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections. See MPMS #'s 57858, 79863, and 79864.

TEA 21 DEMO -\$10 million (\$7.178 MILLION AVAIL 1/06)
 2004 DEMO - \$750,000
 SAFETEA DEMO #4809, PA ID# 619 - \$500,000
 SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					46,000
CON	LOC					11,500
Fiscal Year Total		0	0	0	0	57,500
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 80021 **US 202 - Markley St Improvements (Section 510)**

AQ Code 2020M NORRISTOWN BORO
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Norristown Borough
 2030 LRP ID: 21

This project provides for the widening and reconstruction of Section 510 of US Route 202/ Markley Street (SR 3020 and Norristown Borough Street) from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. The reconstruction and widening of Markley Street is described in the following sections:

Harding Boulevard to Johnson Highway:

Reconstruction of the two-lane cross-section between as a three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

Corridor-Wide Improvements:

The corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

Johnson Highway (SR 3017) Improvements:

The improvements along Johnson Highway will primarily involve pavement marking and signing, and will include some widening at the intersection with Markley Street and radius improvements at local roadways.

This project is the construction work broken out from MPMS #16665. Also see companion construction section in MPMS #80022 (section 520).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	NHS	160				
UTL	581	40				
ROW	NHS	160				
ROW	581	40				
CON	CAQ					13,600
CON	581					3,400
Fiscal Year Total		400	0	0	0	17,000
		Total FY 09-12		400		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 80022 **US 202 - Markley St. Improvements (Section 520)**

AQ Code 2020M NORRISTOWN BORO
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 1A, 8F, 9B Norristown Borough; East Norriton Township
 2030 LRP ID: 21

This project provides for the widening and reconstruction of Section 520 of US Route 202/Markley Street (SR 3020 and Norristown Borough Street) from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. The reconstruction and widening of Markley Street is described in the following sections:

Main Street to Marshall Street:

Reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and rehabilitation of the box beam structure carrying the southbound lanes over Stony Creek. Also included in this section will be rehabilitation of the Main Street arch bridge over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction is anticipated.

Marshall Street to Harding Boulevard:

Reconstruction of the two-lane cross-section as a four-lane roadway, with one northbound lane, two southbound lanes, and one two-way left turn lane. This work also includes the rehabilitation of the arch bridge over Stony Creek at Elm Street. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

This project is the construction work broken out from MPMS #16665. Also see companion construction section in MPMS #80021 (Section 510).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	NHS		160			
UTL	581		40			
ROW	NHS		160			
ROW	581		40			
UTL	STP			160		
UTL	581			40		
ROW	STP			400		
ROW	581			100		
CON	STU					11,200
CON	581					2,800
Fiscal Year Total		0	400	700	0	14,000
			Total FY 09-12		1,100	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 80052

Fetters Mill over Pennypack Circle

AQ Code X

Bridge Repair/Replacement

Lower Moreland Township; Bryn Athyn Borough

Bridge Rehabilitation

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP		326			
PE	185		61			
PE	LOC		20			
FD	STP					160
FD	185					30
FD	LOC					10
ROW	STP					80
ROW	185					15
ROW	LOC					5
CON	STP					1,600
CON	185					300
CON	LOC					100
Fiscal Year Total		0	407	0	0	2,300
		Total FY 09-12		407		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 80053

Knight Road over Green Lane Reservoir

AQ Code X

Bridge Repair/Replacement

Upper Hanover Township

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO				160	
FD	185				30	
FD	LOC				10	
UTL	BOO					36
UTL	185					6
UTL	LOC					2
ROW	BOO					80
ROW	185					15
ROW	LOC					5
CON	BOO					1,440
CON	185					270
CON	LOC					90
Fiscal Year Total		0	0	0	200	1,944
		Total FY 09-12			200	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Montgomery

MPMS# 80479 *I-476 Roadway Reconstruction/MidCounty Expswy*

AQ Code S10 I-76 Mid County Toll Plaza to I-76
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 2B, Lower Merion Township; Plymouth Township; West Conshohocken Borough
 3C
 2030 LRP ID: 6

Let Date: 1/15/2011

This project involves the total reconstruction project of 3.5 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate seven (8) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Also see MPMS #16737 in the Interstate Management Program. Components of this project have already been advanced under MPMS #'s 77523, 83603, and 83606. Total roadway construction estimate is \$112 million.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916		25,369			
CON	916			11,989		
CON	916				18,984	
CON	916					16,040
Fiscal Year Total		0	25,369	11,989	18,984	16,040
			Total FY 09-12		56,342	

MPMS# 83643 *Limekiln Pike o/SEPTA RR*

AQ Code S1 Abington Township
 Montgomery County
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14B Abington Township

Replace bridge superstructure on Limekiln Pike over SEPTA in Abington Township.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	200				
FD	BND		200			
UTL	BND		500			
CON	BND				2,385	
Fiscal Year Total		200	700	0	2,385	0
			Total FY 09-12		3,285	

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Pennsylvania - Highway Program

Montgomery

MPMS# 83742 *Keim St o/Schuylkil Riv*
 AQ Code S19 In Pottstown (Mont.) & North Coventry T
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s):

Existing structure is 8 span, 749' steel Pony Truss ov Schuylkill Rive. Posted for 22 tons, carries two 10' lanes and one 5' sidewalk. Proposed structure to meet current design standards is two 12'lanes, two 6' shoulders, one 5-6' sidewa

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO			680		
PE	183			127		
PE	LOC			42		
FD	BOO				600	
FD	183				112	
FD	LOC				37	
UTL	BOO					40
UTL	183					7
UTL	LOC					2
Fiscal Year Total		0	0	849	749	49
		Total FY 09-12			1,598	

MPMS# 84076 *Memorial Park Drive*
 AQ Code NRS PA 611 to Easton Road
 Other
 Upper Moreland Township

Construction of a new 2 lane driveway from 611/Easton Rd intersection, providing 4th leg, to provide access to Memorial Park and SEPTA's inbound Willow Grove parking lot. Reconstruct parking facilities, improvements to intersection of 611/Easton Rd, site lighting, landscaping and hardscape.

2008 Appropriations Earmark - PA ID# 703

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	294				
CON	LOC	1,406				
Fiscal Year Total		1,700	0	0	0	0
		Total FY 09-12			1,700	

Total for Montgomery	102,200	96,464	111,612	76,929	771,024
		Total FY 09-12			387,205

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 16987 **Passyunk Avenue (Signals)**

AQ Code 2020M Broad St. to 63rd St.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 3A, 6D, 6E Philadelphia City

Let Date: 2/15/2010

A total of 14 intersections will be modernized between 15th St. and 63rd St., including coordination with recently upgraded locations at Broad and McKean Streets and at Vare Ave. and I-76.

Sections of this project between Broad and 23rd, and 61st and 63rd Streets are rated BF (Bike Friendly - wide shoulders or lanes).

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	2,547				
CON	LOC	636				
CON	CAQ		2,700			
CON	LOC		675			
Fiscal Year Total		3,183	3,375	0	0	0
			Total FY 09-12		6,558	

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Pennsylvania - Highway Program

Philadelphia

MPMS# 17350 **Henry Ave. Bridge over Wissahickon**

AQ Code S19 over Wissahickon Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G, Philadelphia City
 15A

Let Date: 12/4/2008

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; rplacing deteriorated concrete in the gutter areareplaced; 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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	2,800				
CON	185	700				
CON	BOO		2,800			
CON	185		700			
Fiscal Year Total		3,500	3,500	0	0	0
		Total FY 09-12			7,000	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 17460 **40th Street (Bridge)**
 AQ Code S19 Over Amtrak/SEPTA
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7A West Philadelphia

Let Date: 1/15/2010

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO	2,400				
UTL	185	450				
UTL	LOC	150				
CON	BOO	8,000				
CON	185	1,500				
CON	LOC	500				
Fiscal Year Total		13,000	0	0	0	0
		Total FY 09-12			13,000	

MPMS# 17464 **Holme Avenue (Bridge)**
 AQ Code S19 Over Conrail (1 Track)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5H Far-Northeast Philadelphia

Let Date: 4/15/2009

The existing four lane bridge with a wide concrete median will be replaced in kind. The bridge is currently load restricted.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 17581 **Bells Mill Road**
 AQ Code S10 Germantown Ave. to Stenton Ave.
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Germantown-Chestnut Hill
 15A, 15B

This road restoration project involves drainage improvements, minor widening, and sidewalk improvements. See also MPMS #70230.

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU				2,560	
CON	LOC				640	
Fiscal Year Total		0	0	0	3,200	0
		Total FY 09-12			3,200	

MPMS# 17622 **Adams Avenue (Bridge)**
 AQ Code S19 Over Tacony Creek
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Near Northeast Philadelphia; Philadelphia City

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. 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 Masonary 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.

TOLL CREDIT

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO		500			
FD	BOO			500		
UTL	BOO			250		
ROW	BOO			250		
CON	BOO					2,282
Fiscal Year Total		0	500	1,000	0	2,282
		Total FY 09-12			1,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17655 **Center City Traffic Systems II**
 AQ Code 2020M South St. to Spring Garden St.
 Signal/ITS Improvements
 Center City Philadelphia

Let Date: 10/31/2006

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ*	8,275				
CON	CAQ*		2,000			
CON	CAQ*			3,800		
Fiscal Year Total		8,275	2,000	3,800	0	0
		Total FY 09-12			14,075	

MPMS# 17657 **Market Street Signal and Pedestrian Improvements**
 AQ Code R2 Delaware County Line to 39th Street
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 10A West Philadelphia

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ		3,400			
CON	LOC		850			
CON	CAQ			4,600		
CON	LOC			1,150		
Fiscal Year Total		0	4,250	5,750	0	0
		Total FY 09-12			10,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17659 **Harbison Ave./Aramingo Ave.(C048)**
 AQ Code 2020M I-95 to Roosevelt Blvd.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 4B, 5G Kensington; Philadelphia City; Near Northeast Philadelphia

Let Date: 2/15/2009

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.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STU	320				
FD	581	80				
UTL	STU		800			
UTL	581		200			
CON	STU			5,198		
CON	NHS			2,401		
Fiscal Year Total		400	1,000	7,599	0	0
				Total FY 09-12	8,999	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17697 **Island Ave. (Signals)**
 AQ Code 2020M Woodland Ave. to Bartram Ave.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 4C, 6C, 6D Philadelphia City

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)

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ					4,320
CON	LOC					1,080
Fiscal Year Total		0	0	0	0	5,400
		Total FY 09-12				0

MPMS# 17724 **South Street Bridges (3 Structures)**
 AQ Code 2020M Over I-76 (WB), Schuylkill River & RR's
 Minor SOV Capacity Bridge Repair/Replacement
 Subcorr(s): 3A, 10A Center City Philadelphia; West Philadelphia

Let Date: 7/17/2008

The existing bridge has two lanes with a center left turn lane and 8' sidewalks on both sides. It will be replaced with a four lane bridge with a center left turn lane, 5' bike lanes on both sides of the road, 9' sidewalks, and a stair tower and pedestrian ramp for access to the Schuylkill River Park trail system along the riverfront. The project includes improvements to the I-76 off-ramps, visual mitigation, and approach work. Other pedestrian amenities such as lookout gazebos, decorative railings, and improved lighting will also be included.

This project includes \$25 million SPIKE funds:
 \$21,053 million SPIKE
 \$3,947 million State SPIKE
 \$1,316 million LOC MATCH

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SPK-FH	18,361				
CON	SPK-FB	2,439				
CON	SPK-SH	3,900				
CON	LOC	1,300				
CON	STP		20,560			
CON	SPK-FH		240			
CON	581		3,840			
CON	SPK-SH		60			
CON	LOC		1,300			
CON	BOO					9,323
Fiscal Year Total		26,000	26,000	0	9,323	0
		Total FY 09-12				61,323

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17782 ***I-95 & Aramingo Ave., Adams Ave. Connector***
 AQ Code 2020M Betsy Ross Bridge to Torresdale Ave.
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 4B Near Northeast Philadelphia
 2030 LRP ID: 68

Construct an extension of Adams Ave. east of Tacony St. to connect to ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project (TIP #9151A) and provide a connection between Torresdale Ave. (east of Frankford Ave.) and I-95.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU					40
UTL	581					10
ROW	STU					800
ROW	581					200
CON	TBD					6,300
Fiscal Year Total		0	0	0	0	7,350
		Total FY 09-12				0

MPMS# 17784 ***JFK Boulevard Bridge***
 AQ Code S19 over Schuylkill River & CSX RR & Trail
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, Center City Philadelphia; West Philadelphia
 10A

Let Date: 12/21/2006

This project includes the rehabilitation of the existing 3-span steel structure carrying JFK Boulevard over the Schuylkill River, Fairmount Park's Schuylkill River Park trail, and CSX Railroad to Center City Philadelphia. The bridge has a 4 lane typical roadway section with 2 WB through lanes, a 4-foot median, 1 EB through lane, 1 EB lane previously used for parking of school buses but since closed due to posting of weight limit. The bridge has sidewalks on both EB and WB sides, and pedestrian-scale ornamental lighting. This structure has experienced considerable deterioration. Bridge rehabilitation activities include deck replacement (includes sidewalk replacement), superstructure rehabilitation, stringer replacement, bearing replacement, repair and replacement of floorbeams, repairs to girders, salvage and replacement of pedestrian-scale ornamental lighting and cleaning and painting of remaining members.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	2,500				
CON	BOO		2,500			
Fiscal Year Total		2,500	2,500	0	0	0
		Total FY 09-12				5,000

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17815 **Cottman Ave. (Bridge)**
 AQ Code S19 Over Conrail
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Near Northeast Philadelphia; Philadelphia City

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		2,605			
CON	BOO			2,605		
Fiscal Year Total		0	2,605	2,605	0	0
			Total FY 09-12		5,210	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17816 **Chestnut Street at 30th Street (Bridge)**
 AQ Code S19 Over Amtrak and Schuylkill Expressway
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, Philadelphia City
 10A

The purpose of the project is to maintain mobility within the project area. The bridge is structurally deficient due to severe rust and advanced section loss. This project involves rehabilitating the Chestnut Street (PA 3) bridge spanning AMTRAK, I-76, Schuylkill River, and CSX Railroad, and includes replacing steel I-beams, and new pier caps bridge columns.

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 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO	2,000				
PE	185	500				
FD	BOO			4,000		
FD	185			1,000		
UTL	BOO			4,000		
UTL	185			1,000		
ROW	BOO			800		
ROW	185			200		
Fiscal Year Total		2,500	0	11,000	0	0
		Total FY 09-12			13,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 17817 **Henry Ave. Bridge over SEPTA**
 AQ Code S19 over SEPTA R6 Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Philadelphia City

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	2,120				
CON	185	530				
CON	BOO		2,120			
CON	185		530			
Fiscal Year Total		2,650	2,650	0	0	0
		Total FY 09-12			5,300	

Pennsylvania - Highway Program

Philadelphia

MPMS# 17821 I-95 Shackamaxon St. to Ann St. (GIR)

AQ Code 2020M Shackamaxon St. to Ann St.
 Major SOV Capacity Roadway Rehabilitation
 Subcorr(s): 4B Philadelphia City

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.

Section RVS (Construction Section GR5) is combined with Section GIR and includes widening and reconstruction of I-95 to provide 4 continuous thru lanes in each direction north of Spring Garden St. In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Girard Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 8 mainline bridges will be replaced or rehabilitated.

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

In May, 2006, this project received \$20 million "SPIKE" funds.

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO		2,248			
PE	SPK-FB		1,000			
PE	185		111			
PE	SPK-SB		250			
FD	SPK-FH		1,000			
FD	NHS		1,689			
FD	STU		4,689			
FD	SPK-SB		250			
FD	185		570			
PE	BOO			5,320		
PE	SPK-FB			4,000		
PE	185			36		
PE	SPK-SB			1,000		
FD	SPK-FH			10,000		
FD	STP			3,500		
FD	SPK-SH			2,500		
FD	581			551		

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Pennsylvania - Highway Program

Philadelphia

Fiscal Year Total	0	11,807	26,907	0	0
			Total FY 09-12	38,714	

MPMS# 17829 *52nd/Lancaster Ave. Enhancements*

AQ Code R6
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 7A Philadelphia City

Let Date: 2/15/2009

Project elements to include, but not limited to, streetscape improvements such as upgrading signage, installing bus shelters, constructing bus pull in/pull out lanes, traffic management striping, and improved signalization.

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

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,200				
CON	CAQ	800				
CON	LOC	500				
Fiscal Year Total		2,500	0	0	0	0
			Total FY 09-12		2,500	

MPMS# 17832 *30th Street Gateway*

AQ Code R6 30th Street station vicinity
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 7A, 10A

Let Date: 7/1/2010

Focus will be on pedestrian path revisions, traffic signal work to replace individual signals and upgrade timing, transit improvements for surface bus loading and related work to alleviate confusing and pedestrian unfriendly station roadway layout.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	CAQ	96				
FD	LOC	24				
CON	CAQ				3,040	
CON	LOC				760	
Fiscal Year Total		120	0	0	3,800	0
			Total FY 09-12		3,920	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 46956 **North Delaware Ave. Extension**

AQ Code 2020M Lewis St. to Buckius Street
 Major SOV Capacity Roadway New Capacity
 Subcorr(s): 4B Philadelphia City
 2030 LRP ID: 66

Let Date: 11/13/2008

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

CMP commitments include transit improvements to SEPTA's R5 regional rail, as well as pedestrian and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details.

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	3,808				
CON	SXF	8,192				
CON	LOC	3,000				
Fiscal Year Total		15,000	0	0	0	0
			Total FY 09-12		15,000	

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Pennsylvania - Highway Program

Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access
 AQ Code 2020M 26th Street Btwn Penrose and Broad
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 4C Philadelphia City
 2030 LRP ID: 67

Let Date: 1/15/2010

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

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	260				
PE	LOC	65				
FD	SXF		724			
FD	LOC		201			
ROW	SXF		80			
ROW	LOC		20			
UTL	SXF			960		
UTL	LOC			240		
CON	STP			1,809		
CON	LOC			452		
CON	SXF				1,190	
CON	LOC				297	
Fiscal Year Total		325	1,025	3,461	1,487	0
				Total FY 09-12	6,298	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 48193 **Allen's Lane (Bridge)**
 AQ Code S19 over SEPTA (S. of Germantown Ave.)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G Philadelphia City

Replacement of existing structure and related work.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BND	528				
UTL	BND		275			
ROW	BND		575			
CON	BND				2,717	
Fiscal Year Total		528	850	0	2,717	0
		Total FY 09-12			4,095	

MPMS# 48195 **Tyson Ave. (Signals)**
 AQ Code 2020M Rising Sun Ave. to Torresdale Ave.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 4B, 5G Philadelphia City

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ					6,251
CON	LOC					1,563
Fiscal Year Total		0	0	0	0	7,814
		Total FY 09-12			0	

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Pennsylvania - Highway Program

Philadelphia

MPMS# 50522 **Manayunk Rec. Path - Phase II/Fairmount Bikeway**

AQ Code A2 Manayunk Rereation Path - Phase II
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 3B Philadelphia City

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 I 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, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TE \$-800,000 CON
 LOCAL-\$200,000 CON

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

MPMS# 56768 **41st Street Bridge**

AQ Code S19 over Amtrak's Harrisburg Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 7A Philadelphia City

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 .

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOF			520		
UTL	183			97		
UTL	LOC			33		
CON	BOO				5,800	
CON	183				1,088	
CON	LOC				363	
Fiscal Year Total		0	0	650	7,251	0
		Total FY 09-12				7,901

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 57276 **Montgomery Avenue (Bridge)**
 AQ Code S19 over Amtrak (at 30th Street)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 15A Philadelphia City

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 haunched 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 .

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	STP	1,040				
FD	183	195				
FD	LOC	65				
UTL	BOO					2,000
UTL	183					375
UTL	LOC					125
CON	BOO					8,000
CON	183					1,500
CON	LOC					500
Fiscal Year Total		1,300	0	0	0	12,500
		Total FY 09-12			1,300	

MPMS# 57278 **Rising Sun Avenue (Bridge)**
 AQ Code S2 over Conrail (at 2nd Street)
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14A Philadelphia City

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP	2,400				
CON	185	450				
CON	LOC	150				
Fiscal Year Total		3,000	0	0	0	0
		Total FY 09-12			3,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 57893 **Lehigh Ave. East (Signals)**
 AQ Code 2020M Richmond St. to Broad St.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 4B, 14A Kensington; Upper North Philadelphia; Lower North Philadelphia

Signal modernization (23 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) between Germantown and Aramingo and rated BF (Bike Friendly - wide shoulders or lanes) for the remainder.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ		5,209			
CON	LOC		1,302			
Fiscal Year Total		0	6,511	0	0	0
		Total FY 09-12		6,511		

MPMS# 57894 **Stenton Ave. and Godfrey Ave. (Signals)**
 AQ Code 2020M Ch. Hill, Mt Airy, Fern Rock, Crescentvl
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 14A, 15A, 15B Germantown-Chestnut Hill; Philadelphia City

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.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ				4,240	
CON	LOC				1,060	
Fiscal Year Total		0	0	0	5,300	0
		Total FY 09-12		5,300		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 57897 **Haverford Ave. (Signals)**
 AQ Code 2020M 40th St. to City Ave.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5F, 7A West Philadelphia

Let Date: 2/15/2009

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).

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ					5,248
CON	LOC					1,311
Fiscal Year Total		0	0	0	0	6,559
		Total FY 09-12			0	

MPMS# 57898 **Lancaster Ave. (Signals)**

AQ Code 2010M 45th St. to City Ave.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 5F, 7A West Philadelphia

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	2,080				
CON	LOC	520				
Fiscal Year Total		2,600	0	0	0	0
		Total FY 09-12			2,600	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*
 AQ Code S10 Ridge to Wissahickon
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 5G, Philadelphia City
 15A

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU				2,800	
CON	LOC				700	
Fiscal Year Total		0	0	0	3,500	0
		Total FY 09-12			3,500	

MPMS# 57902 *City Wide 3R Betterments*
 AQ Code S10 City-wide
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): Philadelphia City

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.

Funds for this project are drawn down as appropriate to specific citywide resurfacing contracts. See phase V. See MPMS #71978 for the 2005 Phase V contract. See MPMS #72946 for the 2006 contract #101.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP	80				
PE	LOC	20				
CON	STU	1,600				
CON	LOC	400				
CON	STP		1,440			
CON	LOC		360			
Fiscal Year Total		2,100	1,800	0	0	0
		Total FY 09-12			3,900	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 57904 **PA 291, Platt Bridge**
 AQ Code X12 over Schuylkill River
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 6D Philadelphia City

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	850				
ROW	916	350				
Fiscal Year Total		1,200	0	0	0	0
		Total FY 09-12			1,200	

MPMS# 61712 **N Del Riverfront Greenway/Heritage Trail - Sect 2**
 AQ Code A2 Old Frankford Creek to Milnor/Disston St
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4B Philadelphia City

Let Date: 6/15/2009

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Kensington & Tacony Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 2 is 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.

BREAK INTO 4 SEPARATE PROJECTS

- 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

Funding:

- 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	190				
CON	SXF		1,836			
CON	STE		500			
CON	LOC		459			
Fiscal Year Total		190	2,795	0	0	0
		Total FY 09-12			2,985	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 61714 *Restoration of the Manayunk Canal*

AQ Code X12
 Not SOV Capacity Other
 Adding Subcorr(s): 3B Philadelphia City

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.

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

MPMS# 61717 *Fairmount Water Works Dock*

AQ Code X12
 Not SOV Capacity Other
 Adding Subcorr(s): 3A Philadelphia City

Reconstruction of the ferry dock at the Fairmount Water Works, to restore marine transportation to the lower Schuylkill River.
 \$400,000 TE for CON

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 62694 **Passyunk Avenue Drawbridge**
 AQ Code X12 over the Schuylkill River
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, Philadelphia City
 6D, 6E

Mechanical repairs to the hardware that operates the opening of the bridge.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	916	1,073				
ROW	916	261				
CON	916			14,000		
CON	916				4,000	
CON	916					22,000
Fiscal Year Total		1,334	0	14,000	4,000	22,000
		Total FY 09-12			19,334	

MPMS# 62717 **Lehigh Ave. West (Signals)**
 AQ Code 2020M Ridge Ave. to Broad St.
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 14A, 15A Upper North Philadelphia; Lower North Philadelphia

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).

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ			5,209		
CON	LOC			1,302		
Fiscal Year Total		0	0	6,511	0	0
		Total FY 09-12			6,511	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 64806 **34th Street (Signals)**
 AQ Code 2020M Mantua Avenue to Spruce Street
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 3A, 7A, Philadelphia City
 10A

Signal modernization , minor roadway improvements, pavement markings and related work at 9 intersections.

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

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	LOC					150
CON	NHS					880
CON	581					220
Fiscal Year Total		0	0	0	0	1,250
		Total FY 09-12				0

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 64844 30th Street Ramp (Bridge) - 3 Structures

AQ Code S19 to I-676 East Bound
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A West Philadelphia

Let Date: 1/15/2010

This project includes the rehabilitation of the S.R. 8012 Section PRR Interchange which includes Market Street (S.R. 3010 and S.R. 3026), Schuylkill Avenue (S.R. 3026 and S.R. 3030) and Ramp H (S.R. 8012) from Schuylkill Avenue to the west bound Schuylkill Expressway. 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. The roadway structures to be rehabilitated are located along the south and east sides of 30th Street Station in the City of Philadelphia. These structures experience a high level of demand associated with access to various locations in and around Center City including, but not limited to the intermodal 30th Street Station operated by SEPTA and serviced by Amtrak, local and regional bus service, taxi service, and pedestrian access to Center City employment, attractions and events. The roadway structures on the north and east sides of 30th Street Station have been rehabilitated previously. The work associated with the south and east side rehabilitations includes the replacement of the deck joints, new seals and possible extension of the joints in Schuylkill Ave., repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, improving the drainage, and making repairs to structural members which have been identified as suffering from fatigue cracks. Streetscape components may also be included with the project.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	BOO	600				
FD	185	150				
UTL	BOO		800			
UTL	185		200			
ROW	BOO		200			
ROW	185		50			
CON	BOO					28,800
CON	185					7,200
Fiscal Year Total		750	1,250	0	0	36,000
		Total FY 09-12		2,000		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 65915 *Pennsylvania Ave. Improvements*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 3A Philadelphia City

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).

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

MPMS# 68072 *PATCO Directional Signage, Philadelphia*

AQ Code X11 Philadelphia PATCO Stations
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Philadelphia City
 10A, 14A

Let Date: 6/15/2009

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.)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ	105				
CON	LOC	26				
Fiscal Year Total		131	0	0	0	0
		Total FY 09-12				131

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 69664 **Clarrissa Street (Bridge)**
 AQ Code S19 Over Conrail
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G, Upper North Philadelphia
 14A

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

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

Replacement of the existing structure carrying Clarrissa 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	BOO	150				
ROW	BOO	50				
CON	BOO		4,000			
Fiscal Year Total		200	4,000	0	0	0
			Total FY 09-12		4,200	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 69828 **Market Street (2 Structures)**
 AQ Code S19 Over CSX Rail Line
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, Center City Philadelphia; West Philadelphia
 7A, 10A

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 involve the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	2,500				
FD	185		5,000			
UTL	185			5,000		
ROW	185			1,000		
CON	185					40,000
Fiscal Year Total		2,500	5,000	6,000	0	40,000
		Total FY 09-12			13,500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 69909 **Willits Road (Bridge)**
 AQ Code S19 Over Wooden Bridge Run
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5H Philadelphia City

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	500				
FD	BND		350			
UTL	BND		200			
ROW	BND		100			
CON	BND				2,090	
Fiscal Year Total		500	650	0	2,090	0
			Total FY 09-12		3,240	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 69913 **Grays Ferry Ave. (Bridge)**
 AQ Code S19 Over Schuylkill River
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 10A Philadelphia City

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 60'-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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	185	500				
FD	185		1,100			
UTL	185			600		
ROW	185			300		
CON	STU					5,963
Fiscal Year Total		500	1,100	900	0	5,963
			Total FY 09-12	2,500		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 69915 **Roosevelt Expressway (Twin Bridge) Parapets**
 AQ Code S19 Over Schuylkill River
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A, West Philadelphia; Upper North Philadelphia; Germantown-Chestnut Hill
 5G

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. This project is contained in PennDOT's Strategic Safety Plan.
 Sufficiency Rating: 57.5 Northbound, 58.3 Southbound

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	HSIP	2,500				
CON	HSIP		2,500			
Fiscal Year Total		2,500	2,500	0	0	0
		Total FY 09-12			5,000	

MPMS# 70014 **Center City Signal Improvement Project, Phase 3**
 AQ Code 2020M Northeast/Northwest quadrants of CtrCity
 Minor SOV Capacity Signal/ITS Improvements
 Subcorr(s): 10A Philadelphia City

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.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CMAQ					6,000
Fiscal Year Total		0	0	0	0	6,000
		Total FY 09-12			0	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 70231 **Swanson Street**
 AQ Code S10 Snyder Avenue to Oregon Avenue
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 4B Philadelphia City

Let Date: 2/15/2012

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage, street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP					2,400
CON	LOC					600
Fiscal Year Total		0	0	0	0	3,000
		Total FY 09-12				0

MPMS# 71209 **East Falls Reconnects to River, Phase I**

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 15A Philadelphia City

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

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 71210 *West Bank Greenway/Philadelphia Zoo*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 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 phase(s) will be funded locally:
 PE - \$31,000
 FD - \$155,000

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

MPMS# 72597 *Ben Franklin Bridge Phila. Operational Improvement*

AQ Code X5
 Minor SOV Capacity Other
 Subcorr(s): 3A, 10A, Philadelphia City
 15A
 2030 LRP ID: 22

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. This project will provide for preliminary engineering for signing improvements and signal timing optimization improvements at 15thBroad/Vine interchange and 8th/Vine interchange and surrounding areas. Further study and analysis will occur to determine appropriate improvements for the Broad St/15th Street and Vine Street Expressway interchange, including restriping and providing a slip ramp to Callowhill Street.

FY09 funding allows for preliminary engineering for signing improvements and signal timing optimization improvements at 15thBroad/Vine interchange and 8th/Vine interchange and surrounding areas. Further study and analysis will occur to determine appropriate improvements for the Broad St/15th Street and Vine Street Expressway interchange, including restriping and providing a slip ramp to Callowhill Street.

Section 115 funds - \$5 million

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	115	400				
PE	LOCAL	100				
Fiscal Year Total		500	0	0	0	0
		Total FY 09-12				500

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 72793 *Market Street Bridge Enhancement*

AQ Code A2 Over Schuylkill River
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 10A

Let Date: 6/17/2008

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.

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

MPMS# 72999 *El Centro de Oro Streetscape HTSSRS*

AQ Code A2 Streetscape
 Not SOV Capacity Philadelphia City
 Adding Subcorr(s): 5G, Philadelphia City
 14A

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 involve streetscape improvements along North 5th Street between Lehigh and Indiana Avenues to foster a regional identity and a commercial/cultural locate for Philadelphia's Latino community. Improvements will include lighting, sidewalks, kiosks, signage, street furniture and landscaping.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 73012 **Frankford Ave. Improvement HTSSRS**

AQ Code A2 Girard to Lehigh Avenue
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4B, Philadelphia City
 5G

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, bivyvle 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.

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

MPMS# 73135 **Germantown Ave. Streetscape HTSSRS**

AQ Code A2 Streetscape
 Not SOV Capacity Philadelphia City
 Adding Subcorr(s): 5G, 15A

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 provide for the construction of streetscape improvements along Germantown Avenue from High Street to Allens Lane. Improvements will include lighting, curbs, sidewalks and street trees. This project will continue the streetscape improvements previously completed from Coulter Street to High Street.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,000 funding will be drawn down at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 73136 **Mt. Airy Main Street Streetscape HTSSRS**

AQ Code A2

Not SOV Capacity Streetscape

Adding Subcorr(s): 15A Philadelphia City

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 provide for the construction of streetscape improvements along the 6300 to 7500 blocks of Germantown Avenue in the Mt. Airy section of Philadelphia. Improvements will include street trees, trash receptacles, lighting, repair and replacement of sidewalk as well as beautification through art and landscaping.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$936,100 funding will be drawn down at the appropriate time.

SAFETEA LU earmark 1622, PA ID# 403 –\$1,856,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	TOLL					
CON	STE					
CON	SXF	1,856				
Fiscal Year Total		1,856	0	0	0	0
		Total FY 09-12			1,856	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 74823 Philadelphia Zoo Intermodal Transportation Center

AQ Code 20200 Philadelphia Zoo
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 7A

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

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

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF		3,000			
CON	LOC		750			
Fiscal Year Total		0	3,750	0	0	0
		Total FY 09-12		3,750		

MPMS# 74824 Walnut St Gateway Project

AQ Code X9 CITY OF PHILADELPHIA
 Not SOV Capacity Streetscape
 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 - \$1 MILLION SAFETEA DEMO #357, PA ID# 665- \$700,000. 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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	120				
FD	LOC	30				
CON	SXF		1,460			
CON	LOC		365			
Fiscal Year Total		150	1,825	0	0	0
		Total FY 09-12		1,975		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

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

AQ Code S6 Citywide
 Bicycle/Pedestrian Improvement
 Philadelphia City

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	320				
PE	LOC	80				
PE	SXF		320			
PE	LOC		80			
CON	SXF		1,924			
CON	LOC		481			
Fiscal Year Total		400	2,805	0	0	0
			Total FY 09-12		3,205	

MPMS# 74829 **Schuylkill River Park Rail Crossings**

AQ Code S1 Schuylkill River Park Rail
 Bicycle/Pedestrian Improvement
 Not SOV Capacity
 Adding Subcorr(s): 10A Philadelphia City

Let Date: 6/15/2009

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	600				
CON	TOLL					
Fiscal Year Total		600	0	0	0	0
			Total FY 09-12		600	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 74833 **Frankford Avenue-Mayfair**
 AQ Code X9 Frankford Av from Harbison to Cottman Av
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4B, Philadelphia City
 5G

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 Cotman 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	1,000				
CON	LOC	250				
Fiscal Year Total		1,250	0	0	0	0
			Total FY 09-12		1,250	

MPMS# 76644 **I-76 Precast Parapets**
 AQ Code S19 Montgomery and Philadelphia Counties
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3B, Philadelphia City
 3C

Let Date: 6/19/2008

Repairing existing I-76 structure pre-cast parapets from US1 to South Street, both eastbound and westbound. Parapet repairs will be made for bolt-down and hook-bar modifications with extension of the existing parapet to glare screen height. There are 19 bridges.

Various sections of I-76 Rehabilitation: MPMS #'s 67762.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	19,788				
Fiscal Year Total		19,788	0	0	0	0
			Total FY 09-12		19,788	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 76870 *Willow Grove Avenue Bridge Over SEPTA R8*

AQ Code S19
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 15B Germantown-Chestnut Hill

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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STP	400				
PE	185	75				
PE	LOC	25				
FD	STP			391		
FD	185			73		
FD	LOC			24		
CON	BOO					2,240
CON	185					420
CON	LOC					140
Fiscal Year Total		500	0	488	0	2,800
		Total FY 09-12			988	

MPMS# 77451 *Grays Ferry Avenue Streetscape*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 6E, 10A

This project will improve the pedestrian environment along Grays Ferry Avenue through the creation of new bicycle lanes, sidewalk improvements & landscape enhancements. The improvements will improve safety, enliven a highly trafficked commercial area and connect deserving neighborhoods to recreational opportunities along the Schuylkill riverfront.

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.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 77452 *Manayunk Canal Restoration*

AQ Code A2
 Not SOV Capacity Other
 Adding Subcorr(s): 15A Philadelphia City

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 SluiceHouse.

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.

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

MPMS# 77454 *Outdoor Advertising Control*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Philadelphia City

Let Date: 6/15/2009

This project will improve the visual character of scenic byways, gateway corridors, & hometown streets. The project will provide billboard inventories & technical assistance in the effective control of billboards & the removal of illegal off premise signs along target corridors.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$57,500 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 77464 **Chinatown Plaza Revitalization-10th & Vine Streets**

AQ Code X12

Streetscape
Philadelphia City

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.

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

MPMS# 77465 **Frankford Avenue Improvement Plan**

AQ Code X12

Girard to Lehigh Avenue

Not SOV Capacity

Streetscape

Adding Subcorr(s): 4B

Philadelphia City

To improve the appearance and infrastructure on Frankford Avenue in Philadelphia. Improvements will be made to lighting, sidewalks, signage, bicycle amenities, and community gateway plantings.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$920,000 will be drawn from MPMS #64984 at the appropriate time. New Kensington CDC is the sponsor of the project. See MPMS# 73012.

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

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 77466 *Mid-East Girard Avenue Streetscape Project*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 4B, Philadelphia City
 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.

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

MPMS# 77467 *Fox Chase/Rockledge Streetscape, Phase III*

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 5G Rockledge Borough; Philadelphia City

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.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 77475 *Philadelphia School Zone Safety Phase 2*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): Philadelphia City

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.

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

MPMS# 77477 *Schuylkill River Park & Trail-Phase IIIB-North*

AQ Code A2
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 10A

Let Date: 7/17/2008

This project will complete key segment of Schuylkill River bike & ped trail between Race Street & Martin Luther King Dr. including landscaping, grading & plantings. Entire trail 1.2 miles between Water Works & South Street. Section between Locust & Race Street was completed in Oct 2005 in partnership with City & USACE. Property owned by City of Philadelphia.
 In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$900,000 will be drawn from MPMS #64984 at the appropriate time.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 77478 *Schuylkill Trails-Bicycle & Pedestrian Trail*

AQ Code A2
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 3A, Philadelphia City
 6C, 6D, 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 MPMS #64984 at the appropriate time.

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

MPMS# 77479 *Roxborough Streetscape Improvements*

AQ Code X12
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 3A, Roxborough-Manayunk
 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.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	TOLL					
CON	STE	886				
CON	SXF	800				
Fiscal Year Total		1,686	0	0	0	0
		Total FY 09-12				1,686

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 77485 **Mill Creek Safe Routes to School**
 AQ Code X12 43rd St.; 48th St.; BrownSt.; Fairmount
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 7A Philadelphia City

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.

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

MPMS# 77540 **Baltimore Avenue Pedestrian Lighting**

AQ Code X12
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 5E, Philadelphia City
 6C, 10A

Let Date: 7/17/2008

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

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 78757 **JFK Blvd O/23rd St**
 AQ Code S19 CITY OF PHILADELPHIA
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 10A

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	175				
FD	BND		175			
CON	BND			2,000		
Fiscal Year Total		175	175	2,000	0	0
		Total FY 09-12			2,350	

MPMS# 78758 **JFK Blvd O/22nd St**
 AQ Code S19 CITY OF PHILADELPHIA
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 10A

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	206				
FD	BND		206			
CON	BND			2,351		
Fiscal Year Total		206	206	2,351	0	0
		Total FY 09-12			2,763	

MPMS# 78761 **JFK Blvd O/21st St**
 AQ Code S19 CITY OF PHILADELPHIA
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 10A

Bridge Replacement

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BND	195				
FD	BND		195			
CON	916					2,225
Fiscal Year Total		195	195	0	0	2,225
		Total FY 09-12			390	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 79686 **I-95: Columbia - Ann (GR1)**
 AQ Code 2020M City of Philadelphia
 Minor SOV Capacity Roadway Rehabilitation
 Subcorr(s): 4B
 2030 LRP ID: 8

I-95 Roadway Reconstruction (Delaware Ave/Richmond St): Columbia - Ann. Project surface streets, temporary detour road and utility relocations which includes all major utility relocation work and majority of the surface street reconstruction and relocation work on Delaware Avenue and relocated Richmond Street. Construction of temporary detour road through Conrail's Port Richmond Yard, reconstruction of Girard and Aramingo Aves, Girard Ave trolley bridge and 4 Conrail bridge structure replacements, retaining wall reconstruction, and intersection improvements/signal re-timings.

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU	7,500				
ROW	NHS	8,750				
CON	STU	99				
CON	NHS	1,783				
CON	STP	1,117				
UTL	NHS		7,500			
ROW	NHS		7,851			
ROW	STU		899			
CON	STU			10,216		
CON	NHS			15,107		
CON	NHS				23,245	
CON	STU				4,427	
CON	STU					5,000
Fiscal Year Total		19,249	16,250	25,323	27,672	5,000
			Total FY 09-12		88,494	

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 79743 *Logan Square, 20th Street Parkway*

AQ Code X9
 Not SOV Capacity Streetscape
 Adding Subcorr(s): 3A, Philadelphia City
 10A

Let Date: 6/15/2010

Project will fund new traffic and pedestrian enhancements on the north side of the Franklin Institute located at Logan square and 20th 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).

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU			600		
CON	CAQ			1,200		
CON	LOC			450		
Fiscal Year Total		0	0	2,250	0	0
		Total FY 09-12		2,250		

MPMS# 79825 *I-95: Shckmxon - Columbia (GR2)*

AQ Code 2020M City of Philadelphia
 Major SOV Capacity Roadway Rehabilitation
 Subcorr(s): 4B
 2030 LRP ID: 8

I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
UTL	STU	1,000				
CON	NHS	906				
CON	NHS		4,000			
CON	STP			4,943		
Fiscal Year Total		1,906	4,000	4,943	0	0
		Total FY 09-12		10,849		

DVRPC FY 2009-2012 TIP for PA

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Pennsylvania - Highway Program

Philadelphia

MPMS# 79830 *North Delaware Riverfront Greenway project, Sec 1*

AQ Code A2 Lewis Street to Old Frankford Creek
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4A, Philadelphia City
 4B

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 1 is 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.

BREAK INTO 4 SEPARATE PROJECTS

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

Funding:

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	320				
PE	LOC	80				
FD	SXF		120			
FD	LOC		30			
ROW	SXF		400			
ROW	LOC		100			
CON	SXF			2,160		
CON	LOC			540		
Fiscal Year Total		400	650	2,700	0	0
			Total FY 09-12		3,750	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 79832 **North Delaware Riverfront Greenway project, Sec 3**

AQ Code A2 Milnor/Disston Sts. to Pennpack Cr
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4B Philadelphia City

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Holmesburg/ Tacony Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 3 is 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.

BREAK INTO 4 SEPARATE PROJECTS

- 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

Funding:

- 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs	
		FY2009	FY2010	FY2011	FY2012		
PE	SXF			320			
PE	LOC			80			
FD	SXF				120		
FD	LOC				30		
ROW	SXF				500		
ROW	LOC				125		
CON	SXF					2,700	
CON	LOC					675	
Fiscal Year Total		0	0	400	775	3,375	
		Total FY 09-12				1,175	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 79833 *North Delaware Riverfront Greenway project, Sec 4*

AQ Code A2 Pennypack Cr - Linden Ave
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): 4B Philadelphia City

Let Date: 6/15/2009

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail/ Baxter"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four sections. Section 4 is approximately two miles long. The trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

BREAK INTO 4 SEPARATE PROJECTS

- MPMS #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

Funding:

- 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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	SXF	224				
FD	LOC	56				
CON	SXF		2,800			
CON	LOC		700			
Fiscal Year Total		280	3,500	0	0	0
			Total FY 09-12		3,780	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 80054 *Vine St Expy (7) Brgs*
 AQ Code S19 PHILADELPHIA COUNTY
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 3A,
 4B, 7A, 10A, 14A

Let Date: 6/15/2012

The project involves replacement of the seven (7) superstructures carrying 18th Street, the Family Court Pedestrian Walkway, 19th Street, the Free Library Pedestrian Walkway, Benjamin Franklin Parkway, 21st Street and 22nd Street over I-676 in the City of Philadelphia.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
FD	916		5,000			
UTL	916		2,000			
ROW	916		500			
CON	916				22,000	
Fiscal Year Total		0	7,500	0	22,000	0
		Total FY 09-12			29,500	

MPMS# 80055 *Roosevelt Blvd (2) Brgs*
 AQ Code S19 PHILADELPHIA COUNTY
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 5G,
 5H

Let Date: 12/15/2010

The project involves replacement of the two (2) superstructures carrying Holme Avenue over the Roosevelt Boulevard at the Pennypack Circle in the City of Philadelphia.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	916	250				
FD	916	3,000				
UTL	916		500			
ROW	916		500			
CON	916				10,000	
Fiscal Year Total		3,250	1,000	0	10,000	0
		Total FY 09-12			14,250	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 80094 **Temp I-95 Off-Ramp (GR0)**
 AQ Code 2020M PHILADELPHIA COUNTY
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 4B

This connector project will reconstruct the existing I-95 southbound off ramp and will include a new "spur" off of that ramp that allows for left turns onto Aramingo Avenue, a bridge structure, reconstruction of Aramingo Avenue, and Girard Avenue surface street connections. Parts of the project will be demolished several years into the future as the southbound mainline, ramps, and spur of the Girard Avenue Interchange will be constructed at their permanent conditions and elevations as part of a later section of the I-95 Girard Interchange.

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

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

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

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 82619 **I-95 Bridge Repairs (MB1)**
 AQ Code S19 Philadelphia
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 4A,
 4B
 2030 LRP ID: 1; 8

Let Date: 7/17/2008

The SR 0095 Section MB1 rehabilitation project consists of 20 bridges in Philadelphia and 3 Bridges in Bucks County. In Philadelphia the project starts from SR 0095 Delaware Expressway over Palmer and Cumberland Street, segment 0230 offset 0269, to SR 0095 over Poquessing Creek and Grant Ave, segment 0324 offset 2464 with various repairs to pedestals, joints, decks, and other concrete areas as needed. In Bucks County the bridges include SR 0095 (NB and SB) over Neshaminy Creek and Newportville Road (segment 0384, offset 0000 and segment 0385, offset 0000) with various concrete repairs to the substructure and SR 0332 Newtown-Yardley Road over SR 0095 segment 0280, offset 0000 with rehabilitation of concrete parapets.

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	5,703				
Fiscal Year Total		5,703	0	0	0	0
		Total FY 09-12		5,703		

MPMS# 82705 **I-676: 18th St. to I-95**
 AQ Code S10 I-676:18th Street and I95
 Philadelphia
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 3A,
 4B

This project provides for preventative maintenance on I-676 from 18th Street to I-95: rehabilitate existing concrete pavement; concrete patching; diamond grinding; rehabilitate and seal joints. The project also includes diamond grinding of bridge decks and the installation of pavement markings and signs.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	6,000				
Fiscal Year Total		6,000	0	0	0	0
		Total FY 09-12		6,000		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

MPMS# 83736 *Rsvlt Blvd o/Wayne Junc*
 AQ Code S19 City of Philadelphia
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): 14A

Bridge Rehabilitation Roosevelt Boulevard over Roberts Road and Wayne Junction

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	916			3,000		
FD	916				3,000	
CON	916					30,000
Fiscal Year Total		0	0	3,000	3,000	30,000
				Total FY 09-12	6,000	

Total for Philadelphia	173,380	129,524	133,638	110,115	199,518
			Total FY 09-12	546,657	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 17891 *TransitChek Mass Marketing Efforts*

AQ Code X2
 Not SOV Capacity Other
 Adding Subcorr(s): Various

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase TransitChek sales.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	CAQ	160				
PRA	LOC	40				
PRA	CAQ		160			
PRA	LOC		40			
PRA	CAQ			160		
PRA	LOC			40		
PRA	CAQ				160	
PRA	LOC				40	
Fiscal Year Total		200	200	200	200	0
		Total FY 09-12				800

MPMS# 17900 *Mobility Alternatives Program (MAP)*

AQ Code A1 and Share a Ride Program (SAR)
 Not SOV Capacity Other
 Adding Subcorr(s): Various

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of both programs. MAP is geared to employers, while SAR is now available to employees, too.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	CAQ	654				
PRA	581	54				
PRA	LOC	109				
PRA	CAQ		654			
PRA	581		54			
PRA	LOC		109			
PRA	CAQ			654		
PRA	581			54		
PRA	LOC			109		
PRA	CAQ				654	
PRA	581				54	
PRA	LOC				109	
Fiscal Year Total		817	817	817	817	0
		Total FY 09-12				3,268

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 17928 **Ozone Action Program**

AQ Code X2 Contract Services
 Not SOV Capacity Other
 Adding Subcorr(s): Various

This project will fund forecasting services by the University of Maryland, faxing services, a random telephone survey at the conclusion of the season to determine the penetration of the message, the kickoff event and the printing of promotional literature, and the development and placement of broadcast and print advertising.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	CAQ	120				
PRA	581	23				
PRA	LOC	8				
PRA	CAQ		120			
PRA	581		23			
PRA	LOC		8			
PRA	CAQ			120		
PRA	581			23		
PRA	LOC			8		
PRA	CAQ				120	
PRA	581				23	
PRA	LOC				8	
Fiscal Year Total		151	151	151	151	0
		Total FY 09-12			604	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 36927 **Railroad/Highway Grade Crossings**
 AQ Code S1 Regionwide Improvements
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Railroad/highway grade crossing improvements typically involve the installation or upgrading of warning devices such as signals or gates or the installation of rubberized strips adjacent to and between the railroad tracks.

HSIP Safety Funding for this project has been drawn from MPMS #57927 and uses TOLL CREDIT Match.

Potential locations:

- #36723 - East Thompson Road/Delaware - \$200,000 - COMPLETED
- #36724 - Pine Ridge Road/Delaware -\$200,000 - COMPLETED
- #48860 - Widell Road/Delaware - \$310,000 - COMPLETED
- #62125 - Street Road/Bucks -\$175,000
- #62356 - Street Road/Bucks - \$175,000
- #75609 - Bristol Road/Bucks -\$135,000
- #76934 - Forrestville/Elkview Road/Chester - \$150,000
- #76935 - Chrome Road/Chester -\$300,000
- #61815 - Marshall Road/Delaware - \$600,000
- #61861 - Berkley Avenue/Delaware -\$600,000
- #62124 - Penn Street/Delaware - \$600,000
- #36627 - Broad Street/Delaware -\$300,000
- #36699 - Broadway Avenue/Delaware - \$600,000
- #79433 - First Avenue/Delaware - \$300,000
- #75610 - Post Road/Delaware - \$450,000
- #75786 - Turner Road/Delaware
- #75787 - Warminster Road/Delaware
- #48414 - Allentown Road/Montgomery - \$520,000 HSIP/\$130,000 State
- #74168 - Cowpath Road/Montgomery
- #74544 - Church Road/Montgomery -\$100,000 - funds to process conversion

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	RRX	1,031				
CON	RRX		1,072			
CON	RRX			1,115		
CON	HSIP			4,000		
CON	RRX				1,160	
CON	HSIP				3,000	
Fiscal Year Total		1,031	1,072	5,115	4,160	0
				Total FY 09-12	11,378	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 48197 **CSX Trenton Line**
 AQ Code M9 Park Junction to Delaware River
 Not SOV Capacity Other
 Adding Subcorr(s): 4A, Various
 4B, 5G, 5H, 5I, 12A,
 14A

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate doublestack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 21 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ			2,500		
CON	CAQ				2,500	
Fiscal Year Total		0	0	2,500	2,500	0
		Total FY 09-12			5,000	

MPMS# 48199 **Transportation Management Associations**

AQ Code A1
 Not SOV Capacity Other
 Adding Subcorr(s): Various

The Pennsylvania portion of the region has formed a number of Transportation Management Associations (TMA) that help the region address demand for the region's transportation system. By assisting with the formation of car and van pools, working with employers to initiate ridesharing programs for their employees, seeking corporate sponsorship of subscription bus services, etc., the TMAs help to lower the need for new highway capacity.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	CAQ	922				
PRA	LOC	230				
PRA	CAQ		922			
PRA	LOC		230			
PRA	CAQ			922		
PRA	LOC			230		
PRA	CAQ				922	
PRA	LOC				230	
Fiscal Year Total		1,152	1,152	1,152	1,152	0
		Total FY 09-12			4,608	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 48201 **DVRPC Competitive CMAQ Program**
 AQ Code X2 SAFETEA LU
 Not SOV Capacity Other
 Adding Subcorr(s): Various

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Types of projects that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements. Based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ			4,000		
CON	LOC			1,000		
CON	CAQ				4,000	
CON	LOC				1,000	
Fiscal Year Total		0	0	5,000	5,000	0
		Total FY 09-12		10,000		

MPMS# 48202 **Regional GIS Support**
 AQ Code X2 Pennsylvania Subregion
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.
 TOLL CREDIT

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STU	350				
PE	STP		350			
Fiscal Year Total		350	350	0	0	0
		Total FY 09-12		700		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 57927 **Regional Safety Initiatives (HSIP)**

AQ Code S2 Various locations regionwide
 Not SOV Capacity Other
 Adding Subcorr(s): Various

PENNDOT will undertake various hazard elimination treatments at locations across the five county region. This project is 100% federally funded as allowed by the use of Toll Credits for match.

Funding has been drawn from this line item for MPMS #'s 14613, 15438, 36927, 48418, 57625, and 69915.

Remaining funds will be used to advance the following projects to be drawn down at the appropriate time, and to fund selected improvements identified through Regional Safety Audits.

Projects selected to receive HSIP funding:

- 80103 - US 1 Roosevelt Expressway Extn. - \$4.4 million (this project was obligated in July, 2008)
- 80104 - Henry Ave. Corridor Safety Imp. - \$1 million
- 80042 - PA 100 Corridor Safety Imp. - \$1.5 million

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	HSIP	1,860				
CON	HSIP		4,244			
CON	HSIP			3,653		
CON	HSIP				8,079	
Fiscal Year Total		1,860	4,244	3,653	8,079	0
				Total FY 09-12	17,836	

MPMS# 62568 **State Bridge Design Manager**

AQ Code X2
 Not SOV Capacity Bridge Repair/Replacement
 Adding Subcorr(s): Various

Funding will be used for consultant services to oversee the local Bridge Bill Program. Consultant services will include review and approval of Type, Size, and Location (TS&L) submissions, foundation and final structure plans, and other similar activities to assist the District Bridge Unit for state bridges.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	BOO	608				
PE	185	152				
PE	BOO		632			
PE	185		158			
PE	BOO			656		
PE	185			164		
PE	BOO				680	
PE	185				170	
Fiscal Year Total		760	790	820	850	0
				Total FY 09-12	3,220	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 64652 **Trans. & Community Development Initiative-TCDI**
 AQ Code X3 Projects to be Selected
 Not SOV Capacity Other
 Adding Subcorr(s): Various

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board. FY2009 DVRPC WORK PROGRAM.

FY09 Funds are programmed for projects selected as part of Round 7/8, selection to occur during FY09, and accommodate the program operating on an every other year cycle for a call for projects.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STU	2,000				
PE	LOC	500				
PE	STP			2,000		
PE	LOC			500		
Fiscal Year Total		2,500	0	2,500	0	0
				Total FY 09-12	5,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 64984 *Highway Transportation Enhancements*

AQ Code X12
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s): Various

This line item sets aside the funding allocated by PENNDOT for the federal Transportation Enhancements and state Home Town Streets/Safe Routes to School Programs in the DVRPC region.

The TE Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law requires states to set aside 10% of their federal Surface Transportation Program funds to the TE Program, and the state Home Town Streets/Safe Routes to School Program funding is distributed through the TE program formula. The Safe Routes to School program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined "downtown" and commercial centers.

Projects are recommended for funding at the end of the competitive round of the TE/HTS/SRS Program, and the date of the Round/Program Year corresponds accordingly. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

2004 Round/Program - 71207, 71195, 71206, 71200, 71202, 71209, 71203, 71211, 71213, 71201, 71193, 71198, 71204, 71159, 71197, 71196, 61703, 71205, 71183, 71210, 61685.

2005 Round/Program - Regional: 72906, 72974, 72907, 72908, 72977, 72996, 72913, 72999, 73011, 72978, 72911, 72991, 72992, 72912, 73138. Discretionary: 72910, 72909, 73012, 73134, 73135, 73136, 73137, 72994.

2006 Round/Program - Regional: 77448, 77449, 77450, 77451, 77452, 77453, 77455, 77456, 77457, 77458, 77459, 77460, 77461, 77462, 77463, 77464, 77465, 77466, 77468, 77469, 77470, 77471, 77472, 77473, 77474, 77475. Discretionary: 77476, 77477, 77478, 77479, 77485, 77540.

Also see MPMS #60619, funds for SEPTA's TE projects.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STE	5,609				
CON	LOC	1,402				
CON	STE		5,342			
CON	LOC		1,335			
CON	STE			3,345		
CON	LOC			836		
CON	STE				6,337	
CON	LOC				1,584	
Fiscal Year Total		7,011	6,677	4,181	7,921	0
			Total FY 09-12		25,790	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 65109 *Transit Flex - SEPTA*
 AQ Code M10
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY08, FY09, FY10 funding in the amount of \$64,062,000 has been applied to MPMS# 60286 SEPTA Bus Purchase Program for the purchase of hybrid diesel buses in FY08, FY09, and FY10.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	CAQ	17,083				
PE	LOC	641				
PE	CAQ		17,083			
PE	LOC		641			
PE	CAQ			17,083		
PE	LOC			641		
PE	CAQ				17,083	
PE	LOC				641	
Fiscal Year Total		17,724	17,724	17,724	17,724	0
			Total FY 09-12		70,896	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 66460 **TE Project Engineering / Management**

AQ Code X12 DVRPC
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	STE	224				
PE	581	56				
PE	STE		224			
PE	581		56			
PE	STE			224		
PE	581			56		
PE	STE				224	
PE	581				56	
Fiscal Year Total		280	280	280	280	0
		Total FY 09-12			1,120	

MPMS# 66461 **CMAQ Project Engineering / Management**

AQ Code X5 DVRPC
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	CMAQ	100				
PE	581	25				
PE	CMAQ		100			
PE	581		25			
PE	CMAQ			100		
PE	581			25		
PE	CMAQ				100	
PE	581				25	
Fiscal Year Total		125	125	125	125	0
		Total FY 09-12			500	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 69801 **Expressway Service Patrol Expansion**

AQ Code S7 I-476, US 202, US 422
 Not SOV Capacity Other
 Adding Subcorr(s): 2A, Various
 2B, 2C, 2D, 8A, 8B,
 8C, 8D, 8G, 8H, 8I,
 9A, 9B, 14C

Let Date: 3/6/2006

This program 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 can reduce this delay significantly. This project will expand emergency Expressway Service Patrol coverage in the DVRPC region. Service had been provided on 35 linear miles including I-76 from Philadelphia to the PA Turnpike, I-95 from the PA Turnpike to the Delaware state line, and I-676 in Philadelphia. Service will be expanded to cover a total 65 linear miles and will now include I-476 from I-95 to the PA Turnpike, US Route 202 from I-76 to US 30, and US Route 422 from Route 202 to Royersford.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CAQ*	627				
Fiscal Year Total		627	0	0	0	0
			Total FY 09-12		627	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 72738 *Intelligent Trans. Systems (ITS) Including RIMIS*

AQ Code S7
 Not SOV Capacity Signal/ITS Improvements
 Adding Subcorr(s): Various
 2030 LRP ID: 85

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies.

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

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	CAQ	790				
PRA	581	197				
PRA	CAQ		1,002			
PRA	581		250			
PRA	CAQ			850		
PRA	581			212		
PRA	CAQ				885	
PRA	581				221	
Fiscal Year Total		987	1,252	1,062	1,106	0
			Total FY 09-12		4,407	

MPMS# 73986 *Phila. Unemployment Project (PUP) Van Pool (JARC)*

AQ Code NRS Job Access and Reverse Commute
 Other
 Various

As part of the Job Access and Reverse Commute (JARC) program, this project is intended to support transportation services to connect welfare recipients and other transit dependents to jobs and related employment activities. The Philadelphia Unemployment Project (PUP) will purchase capital equipment to provide van pool service for city residents to suburban jobs. Collaboration with a local car sharing operation will allow PUP to obtain maintenance services in exchange for Philly CarShare's use of the vehicles during non-commuting hours.

FTA Earmark/(E-2005-JARC-071) - \$1.487 million
 TCSP Funds - \$902,580

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	TCSP	902				
CON	TOLL					
Fiscal Year Total		902	0	0	0	0
			Total FY 09-12		902	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 75854 *District Program Management Services "A"*

AQ Code X12
 Not SOV Capacity Other
 Adding Subcorr(s): Various

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	581	1,777				
PE	581		1,856			
PE	581			1,940		
PE	581				2,027	
Fiscal Year Total		1,777	1,856	1,940	2,027	0
		Total FY 09-12			7,600	

MPMS# 75855 *District Program Management Services "B"*

AQ Code X12
 Not SOV Capacity Other
 Adding Subcorr(s): Various

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	581	2,665				
PE	581		2,784			
PE	581			2,910		
PE	581				3,041	
Fiscal Year Total		2,665	2,784	2,910	3,041	0
		Total FY 09-12			11,400	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 76175 *District Financial Constraint Bank*

AQ Code
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Accrued Unbilled Costs

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	CAQ	500				
PE	185	486				
PE	CAQ		813			
PE	CAQ			1,125		
PE	581			536		
PE	CAQ				9,177	
PE	STU				10	
PE	185				302	
PE	581				854	
Fiscal Year Total		986	813	1,661	10,343	0
		Total FY 09-12			13,803	

MPMS# 79927 *Highway Reserve District-Wide Line Item*

AQ Code X
 Not SOV Capacity Other
 Adding Subcorr(s): Various

Highway Reserve District-Wide Line Item

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STP	2,105				
CON	581	610				
CON	STP		3,992			
CON	581		220			
CON	STP			6,133		
CON	581			5,644		
CON	NHS				8,667	
Fiscal Year Total		2,715	4,212	11,777	8,667	0
		Total FY 09-12			27,371	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 79929 **Bridge Reserve Line Item**
 AQ Code S19 District Wide
 Bridge Repair/Replacement
 Various

Bridge Reserve Line Item
 Districtwide

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO	439				
CON	STP	4,443				
CON	185	1,483				
CON	581	3,900				
CON	183	819				
CON	STP		240			
CON	BOO		1,047			
CON	581		60			
CON	185		7,277			
CON	BOO			4,053		
CON	185			1,567		
CON	BOO				7,612	
CON	185				18,863	
Fiscal Year Total		11,084	8,624	5,620	26,475	0
				Total FY 09-12	51,803	

MPMS# 79980 **STU Reserve Line Item**
 AQ Code S10 District wide
 Other

STU Reserve Line Item
 Districtwide
 Hwy Reconstruct, Restoration

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	STU	540				
CON	581			2,803		
CON	581				6,630	
Fiscal Year Total		540	0	2,803	6,630	0
				Total FY 09-12	9,973	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 80093 **I-76 Regional Travel Info**
 AQ Code S7 City of Philoadelphia, L & U Merion twps
 Not SOV Capacity Signal/ITS Improvements
 Adding Subcorr(s): 3A,
 3B, 3C, 8D

This project builds upon existing systems and ITS deployments to enhance traveler information on the I-76 corridor and surrounding areas.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	SXF	250				
PE	CAQ	250				
FD	CAQ	307				
FD	SXF	307				
CON	SXF		1,043			
CON	CAQ		1,043			
Fiscal Year Total		1,114	2,086	0	0	0
			Total FY 09-12		3,200	

MPMS# 82395 **ACT 44 Line Item**
 AQ Code X District Wide
 Other
 Various

Act 44 was signed into law by Governor Rendell in July 2007, and is designed to address the state's transportation-funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to help fund the states 73 transit agencies. The additional income will come from increased tolls on the Pennsylvania Turnpike and proposed new tolls on Interstate 80. The Act creates a 50-year partnership between PennDOT and the Pennsylvania Turnpike Commission (PTC). Under this partnership, PennDOT will lease Interstate 80 to PTC who will provide annual payments to PennDOT to fund transportation projects.

Act 44 is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Most funding must be dedicated to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on roadways. Projects that improve safety and capacity management may also be included.

The DVRPC Region benefits from approximately \$80 million annually of Act 44 Funds, noted in the TIP with the funding code "916". Funds in this line item are not ye programmed on specific projects.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	916	12,889				
CON	916		9,090			
CON	916			20,628		
CON	916				17,500	
Fiscal Year Total		12,889	9,090	20,628	17,500	0
			Total FY 09-12		60,107	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 83743 **ADA Ramps Line Item 2008**
 AQ Code A2 on Various highways in various counties
 Not SOV Capacity Bicycle/Pedestrian Improvement
 Adding Subcorr(s):

Districtwide curb cut & ramps

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PRA	STU	6,911				
PRA	STU		201			
PRA	STU			675		
Fiscal Year Total		6,911	201	675	0	0
			Total FY 09-12	7,787		

MPMS# 84318 **CMAQ Reserve Line Item**

AQ Code
 Other
 Various

CMAQ Reserve Line Item

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CMAQ	1,489				
CON	CMAQ		1,483			
CON	CMAQ			3,474		
CON	CMAQ				12,313	
Fiscal Year Total		1,489	1,483	3,474	12,313	0
			Total FY 09-12	18,759		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

MPMS# 84457 **Signal Retiming Program**
 AQ Code X1 City of Philadelphia
 Not SOV Capacity Signal/ITS Improvements
 Adding Subcorr(s): Philadelphia City

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program will be implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	CMAQ	350				
CON	CMAQ		350			
Fiscal Year Total		350	350	0	0	0
		Total FY 09-12			700	

Total for Various	78,997	66,333	96,768	137,061	0
		Total FY 09-12		379,159	

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

**Pennsylvania
Transit Program**

SEPTA/DRPA/PennDOT/Pottstown Urban Transit



Delaware Valley Regional Planning Commission

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

DRPA

MPMS# 74835 **DRPA - Purchase/Rebuild PATCO Cars**

AQ Code M10 Philadelphia
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Philadelphia City

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars. Funding will be flexed to FTA. Additional funding for this project is noted in the DVRPC TIP for NJ, under DB #DR046.

\$1,000,000 SAFETEA-LU Earmark (PA ID#637/FED ID#4827)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	FLEX	1,000				
CON	LOCAL	250				
Fiscal Year Total		1,250	0	0	0	0
			Total FY 09-12		1,250	

MPMS# 79814 **Penn's Landing Water Shuttle Ramp Infrastructure**

AQ Code NRS Delaware River - Spring Gdn.- Catherine
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 4B Philadelphia City

This project will provide for the infrastructure improvements needed to build ramps into the Delaware River as part of a water shuttle/water taxi system planned for operation on the Philadelphia side of the Delaware River roughly between Spring Garden and Catherine Steets. Four ramps will be built. The earmark was provided to Penn's Landing Corporation(PLC) who will operate the service, and DRPA/PATCO has served as the public partner/sponsor of the project with concurrence from FTA.

SAFETEA DEMO ID #413 \$1 MILLION (E-2006-BUSP-875)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5309-B	250				
CON	LOCAL	63				
Fiscal Year Total		313	0	0	0	0
			Total FY 09-12		313	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

DRPA

MPMS# 80951 *Cruise Terminal Intermodal Parking Facility*

AQ Code NRS Phila NavyYard
 Transit Improvements
 Philadelphia City

This project will ultimately include the design and construction of a new or renovated intermodal parking facility at the Philadelphia Cruise Terminal. The facility will function as an intermodal hub receiving passengers, along with their luggage, who are arriving at the terminal via automobile, bus, taxi, or airport shuttle. The existing parking facility is inadequate. DRPA has coordinated with FTA for approval to amend the project to include the construction phase of this project at a future date as the design gets underway.

FY05 Section 5309 Bus Earmark - \$500,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5309	2,280				
CON	LOC	570				
Fiscal Year Total		2,850	0	0	0	0
			Total FY 09-12		2,850	

MPMS# 84470 *Penn's Landing Ferry System*

AQ Code NRS Philadelphia
 Transit Improvements

This project will include design and construction of improvements to the existing ferry boat landing area in Philadelphia, as well as additional possible ferry landings on the Pennsylvania side of the Delaware River.

2 FTA Section 5309 bus earmarks:
 (E2006-BUSP-0652) is \$4,000,000
 (E2006-BUSP-0533) is \$3,500,000

Local match will be provided by DRPA funds

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PE	5309	80				
PE	LOCAL	20				
CON	5309	5,600				
CON	LOCAL	1,400				
Fiscal Year Total		7,100	0	0	0	0
			Total FY 09-12		7,100	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

DRPA					
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Total for DRPA	11,513	0	0	0	0
		Total FY 09-12		11,513	

Pennsylvania - Transit Program

PennDOT

MPMS# 59917 Harrisburg/ SEPTA R5 Paoli Rail Line Improvements

AQ Code M6 Philadelphia to Harrisburg
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various
 2030 LRP ID: D

SEPTA, PennDOT, and Amtrak are working together to improve the infrastructure of the Amtrak owned Keystone corridor between Philadelphia and Harrisburg. This corridor serves the PennDOT-subsidized and Amtrak-operated Keystone service, and SEPTA's R5 Paoli/Thorndale Regional Rail Line. The project will restore the infrastructure to a state of good repair, improve operating speeds and enhance service reliability. Amtrak and SEPTA's are sharing the costs of improvements from Zoo Interlocking (west of Amtrak's 30th Street Station) westward to the Paoli Station in Chester County. SEPTA's funds provide for improvements between Zoo and Paoli Interlockings on Tracks 1 and 4. This project will be advanced in phases over a multi-year period.

Amtrak-SEPTA Phase 1, which was completed in Calendar Year 2007, included the installation of 85,000 concrete cross-ties and new continuous welded rail. Phase 2 includes for the design and construction of three track interlockings (Paoli, Villanova and Wynnefield) and a new bi-directional train signal system. The construction of Phase 2 improvements will be addressed over a four-year period starting in the Calendar Year 2009.

The scope of work for Phase 3 is under development and will include additional track interlocking modifications, deletions and additions, as well as improvements to power substations, the power distribution system, and track beds.

Amtrak and PennDOT have jointly funded the installation of new concrete ties and new continuous welded rail on Tracks 2 and 3 between Zoo Interlocking and Paoli Station and infrastructure improvements west of Paoli including ties, rail, signals, catenary and bridges. The project also included the rehabilitation of Amtrak rail vehicles for use on this line. The investment by PennDOT and Amtrak in the Keystone corridor totaled \$145.5 million. The jointly funded Amtrak/PennDOT improvements were substantially completed in Calendar Year 2006.

The following represents PennDOT funding for each of the years FY09-FY12: \$4.430 million 5309/\$1.107 million state match and \$4.184 million 5307/\$1.046 million state match.

The rest of the financial records reflect SEPTA's portion of the funding: \$2.4 million 5309/\$500,000 state/\$100,000 local in FY09; \$8.8 million 5309/\$1.833 million state/\$367,000 local in FY10; \$8 million 5309/\$1.667 million state/\$333,000 local in FY11; \$12.8 million 5309/2.667 million state/\$533,000 local in FY12; and \$83.5 million in Later Fiscal Years.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5307	4,184				
CON	5309	4,430				
CON	5309	2,400				
CON	CB	1,046				
CON	CB	500				
CON	CB	1,107				
CON	LOCAL	100				
CON	5307		4,184			
CON	5309		8,800			
CON	5309		4,430			
CON	CB		1,833			
CON	CB		1,107			
CON	CB		1,046			
CON	LOCAL		367			
CON	5307			4,184		
CON	5309			8,000		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

PennDOT						
CON	5309			4,430		
CON	CB			1,667		
CON	CB			1,107		
CON	CB			1,046		
CON	LOCAL			333		
CON	5307				4,184	
CON	5309				12,800	
CON	5309				4,430	
CON	CB				2,667	
CON	CB				1,046	
CON	CB				1,107	
CON	LOCAL				533	
CON	5309					66,800
CON	CB					13,917
CON	LOCAL					2,783
Fiscal Year Total		13,767	21,767	20,767	26,767	83,500
				Total FY 09-12	83,068	
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Total for PennDOT		13,767	21,767	20,767	26,767	83,500
				Total FY 09-12	83,068	
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DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

Pottstown

MPMS# 59935 *Capital/Operating Assist., Pottstown Urban Transit*

AQ Code M1 Pottstown Urban Transit

Not SOV Capacity Transit Improvements

Adding Subcorr(s): 9A Pottstown Borough

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
OP	5307	836				
OP	JARC	41				
OP	FREE	42				
OP	CB	447				
OP	LOC	472				
OP	5307		836			
OP	JARC		41			
OP	FREE		42			
OP	CB		447			
OP	LOC		472			
OP	5307			836		
OP	JARC			41		
OP	FREE			42		
OP	CB			447		
OP	LOC			472		
OP	5307				836	
OP	JARC				41	
OP	FREE				42	
OP	CB				447	
OP	LOC				472	
Fiscal Year Total		1,838	1,838	1,838	1,838	0
				Total FY 09-12	7,352	

Total for Pottstown		1,838	1,838	1,838	1,838	0
				Total FY 09-12	7,352	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility

AQ Code A2
 Not SOV Capacity
 Adding Subcorr(s): 2C,
 7B
 Transit Improvements
 Radnor Township

This project will include design and the construction of a pedestrian crossing to the east of the Villanova Station; elevators and high level platforms will be constructed on each side of the tracks to allow complete access to both sides of the rail line. Design will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks.

2 SAFETEA-LU EARMARKS
 \$3 million transit earmark, ID #628/\$2.38 million highway earmark, ID #2561
 HWY earmarks flexed to SEPTA

**Obligated Prior
 Year Funding**

\$1,009,000

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	FLEX	2,380				
CON	5309-B	587				
CON	5309-B	776				
CON	5309-B	823				
CON	LOCAL	194				
CON	LOCAL	147				
CON	LOCAL	595				
CON	LOCAL	206				
Fiscal Year Total		5,708	0	0	0	0
			Total FY 09-12		5,708	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 59966

Capital Asset Lease Program

AQ Code M4

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: tire leases, computer and copier leases, warehouse facilities, communications, antennas and radios, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAL	1517	24,737				
CAL	1514	3,302				
CAL	LOCAL	114				
CAL	1514		4,031			
CAL	1517		24,709			
CAL	LOCAL		139			
CAL	1514			24,127		
CAL	1517			4,691		
CAL	LOCAL			832		
CAL	1514				24,894	
CAL	1517				4,691	
CAL	LOCAL				858	
CAL	1514					56,407
CAL	1517					5,000
CAL	LOCAL					1,945
Fiscal Year Total		28,153	28,879	29,650	30,443	63,352
				Total FY 09-12	117,125	

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Pennsylvania - Transit Program

SEPTA

MPMS# 59973 **Utility Fleet Renewal Program**
 AQ Code M2 Replacement of Non Revenue Vehicles
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle by vehicle basis, contingent on the vehicle's age, condition, and usage. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	5307	2,800				
CAP	CB	583				
CAP	LOCAL	117				
CAP	5307		2,800			
CAP	CB		583			
CAP	LOCAL		117			
CAP	5307			2,800		
CAP	CB			583		
CAP	LOCAL			117		
CAP	5307				3,200	
CAP	CB				667	
CAP	LOCAL				133	
CAP	5307					6,400
CAP	CB					1,333
CAP	LOCAL					267
Fiscal Year Total		3,500	3,500	3,500	4,000	8,000
			Total FY 09-12		14,500	

Pennsylvania - Transit Program

SEPTA

MPMS# 60255 **Regional Rail Signal Modernization Program**

AQ Code M6 Railroad Facilities
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This project provides for the modernization of the signal system for the R2 Warminster, R5 Lansdale-Doylestown (Lansdale to Doylestown), R6 Cynwyd, R6 Norristown, R8 Chestnut Hill East and R8 Chestnut Hill West Regional Rail Lines. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexible of service when a portion of track is out of service for maintenance or repair.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality by providing enhanced passenger safety and a more reliable and maintainable operation. In addition, these infrastructure improvements will expand opportunities to increase overall travel speed and reduce travel time, while improving overall operational safety.

Similar improvements were recently completed on the Glenside to Lansdale portion of the R5 Lansdale-Doylestown Line. This project will bring the R2 Warminster, R5 Lansdale-Doylestown (Lansdale to Doylestown), R6 Cynwyd, R6 Norristown, R8 Chestnut Hill East and R8 Chestnut Hill West Regional Rail Lines into compliance with pending Railroad Safety Act requirements.

In total, 50 track miles of the signal system will be replaced by this multi-year project.

Project include but are not limited to:

Lansdale/Doylestown Line Signals and ROW improvement (\$14.86 million)

Chestnut Hill East Signals and ROW improvement (\$7 million)

Norristown Line Signals and ROW improvement (\$26.2 million)

Cynwyd Line Signals and ROW improvement (\$8.2 million)

Chestnut Hill West Signals, interlocking, and ROW improvement (\$9 million)

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	1514	4,350				
CAP	LOCAL	150				
CAP	1514		12,760			
CAP	LOCAL		440			
CAP	1514			9,183		
CAP	LOCAL			317		
CAP	1514				10,150	
CAP	LOCAL				350	
CAP	1514					26,777
CAP	LOCAL					923

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Fiscal Year Total	4,500	13,200	9,500	10,500	27,700
			Total FY 09-12	37,700	

MPMS# 60271 **Station Accessibility Program**
 AQ Code M8 Modifications for ADA Compliance
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This project provides for the continuation of SEPTA's efforts to improve system accessibility at railroad and rail transit stations as part of compliance with the Americans with Disabilities Act (ADA). Planning is underway to select the next group of stations to be made accessible with funds programmed for this project. Selection will be based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC), including identification of disability magnet sites. Sites currently being considered for funding include, but are not limited to:

- Allegheny Station (Broad Street Subway Line) - \$5 million (Prior Years & FY 2010)
- Erie Station (Broad Street Subway Line) - \$6 million (FY 2010, 2012, and Later FY)
- Margaret-Orthodox (Market Frankford Line) - \$27 million (Prior Years & FY 2009, 2010, 2011, 2012)
- Snyder Station (Broad Street Subway Line) - \$5 million (FY 2011 and Later FY)
- 40th Street Station (Market Frankford Line) - \$18 million (FY2009, 2010, 2011, 2012)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309	3,200				
ERC	CB	667				
ERC	LOCAL	133				
ERC	5309		6,320			
ERC	CB		1,317			
ERC	LOCAL		263			
ERC	5309			7,040		
ERC	CB			1,467		
ERC	LOCAL			293		
ERC	5309				7,240	
ERC	CB				1,508	
ERC	LOCAL				302	
ERC	5309					16,720
ERC	CB					3,483
ERC	LOCAL					697
Fiscal Year Total		4,000	7,900	8,800	9,050	20,900
				Total FY 09-12	29,750	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60275 *Debt Service*

AQ Code M1 Transit Improvements
 Not SOV Capacity Various
 Adding Subcorr(s):

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The Fiscal Year 2009 annual element will provide funds for the following debt service payments:

*Payments on Special Revenue Bonds, Series 1999, which were issued on February 23, 1999. These bonds provided funds for the Market-Frankford Subway Elevated cars, various capital improvement projects, and partial refunding of Series 1995A Bonds at favorable rates to SEPTA. (Normal Replacement and State of Good Repair)

*Payments on Variable Rate Revenue Refunding Bonds, Series 2007. The Variable Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements. (Normal Replacement and System Improvement)

SEPTA expects to issue additional bonds in Fiscal Year 2010 or 2011 to assist in the financing of 120 regional rail cars.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
DS	ACT26	31,578				
DS	LOCAL	1,089				
DS	ACT26		31,610			
DS	LOCAL		1,090			
DS	ACT26			31,624		
DS	1517			20,000		
DS	LOCAL			1,091		
DS	1517				20,000	
DS	ACT26				31,624	
DS	LOCAL				1,090	
DS	ACT26					63,290
DS	1517					40,000
DS	LOCAL					2,183
Fiscal Year Total		32,667	32,700	52,715	52,714	105,473
				Total FY 09-12	170,796	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60281 **Market St. Elevated Reconstruction Program**
 AQ Code M9 45th St. to East of 69th St.
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 4B, West Philadelphia; Upper Darby Township; Millbourne Borough; Philadelphia City
 5G, 10A
 2030 LRP ID: A

The Market Street Elevated Reconstruction Program will provide for the complete reconstruction of the Market Street Elevated superstructure, sub-structure and foundations, and the rehabilitation of abutments and bearings. Passenger stations located at 46th, 52nd, 56th, 60th, 63rd Streets and Millbourne Station will be completely reconstructed and will comply with the requirements of the Americans with Disabilities Act.

This reconstruction effort will be undertaken through a single column bent approach. The single column bent approach offers substantial benefits to SEPTA and the community, including fewer columns which will reduce maintenance costs and improve the aesthetics of West Market Street; improved lighting at street level; and safer pedestrian crossing and bus boardings, as passengers will no longer be required to cross traffic to board buses.

In addition, this construction effort will complement and assist in the City's Streetscape Plan, which proposes to convert Market Street into a two lane road with bike lanes.

**Obligated Prior
Year Funding**

\$660,727,980

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5307	5,218				
CON	5309	34,200				
CON	CB	1,087				
CON	CB	7,125				
CON	LOCAL	217				
CON	LOCAL	1,425				
Fiscal Year Total		49,272	0	0	0	0
			Total FY 09-12		49,272	

Pennsylvania - Transit Program

SEPTA

MPMS# 60286 **SEPTA Bus Purchase Program**

AQ Code 20200
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 27- and 30-foot buses for suburban, circulator and contracted service routes. On September 27, 2007 the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 hybrid (diesel-electric) forty-foot low-floor transit buses with an option to purchase an additional 80 buses. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. These new buses will be delivered on increments of 100 per year starting in mid-2008.

Operating hybrid (diesel-electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. This model of hybrid bus reduces emissions in the following areas: carbon monoxide 80%, nitrous oxide 5.5%, hydrocarbons 44%, particulate matter 31%, and carbon dioxide 38%. In addition to emission superiority, the hybrids have achieved 29% greater gas mileage, superior brake lining and faster acceleration. SEPTA currently has a fleet of 32 hybrid (diesel-electric) vehicles. The addition of 400 hybrid buses will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

(Funding programmed in years 2009-2011 is for this procurement.)

Each bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be equipped to accommodate wheelchairs. In addition, each vehicle will be equipped with a bicycle rack. The Bus Purchase Program also provides for the acquisition of spare components, tools and equipment required to service the new buses.

The funding in Fiscal Year 2012 and later years will be for the next procurement of hybrid buses.

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the new buses. Funding is also provided from MPMS#65109. FHWA Transit flex to SEPTA.

Obligated Prior Year Funding

\$2,856,983

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PUR	5307	20,517				
PUR	CB	4,274				
PUR	LOCAL	855				
PUR	5307		29,157			
PUR	CB		6,074			
PUR	LOCAL		1,215			
PUR	5307			29,858		
PUR	CB			6,220		
PUR	LOCAL			1,244		
PUR	5307				36,698	
PUR	CB				7,645	
PUR	LOCAL				1,528	
PUR	5307					167,380
PUR	CB					34,871
PUR	LOCAL					6,974

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Fiscal Year Total	25,646	36,446	37,322	45,871	209,225
			Total FY 09-12	145,285	

MPMS# 60317 **Federal Preventive Maintenance**

AQ Code M1 Systemwide
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.
 The program also includes the overhaul of SEPTA rail vehicles including Broad Street Subway, Norristown High Speed Line, Market-Frankford, Light Rail Vehicles and Regional Rail cars.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
OP	5307	32,200				
OP	5309	40,000				
OP	LOCAL	8,050				
OP	LOCAL	10,000				
OP	5307		32,200			
OP	5309		35,000			
OP	LOCAL		8,750			
OP	LOCAL		8,050			
OP	5307			32,200		
OP	5309			20,000		
OP	LOCAL			8,050		
OP	LOCAL			5,000		
OP	5307				32,200	
OP	LOCAL				8,050	
OP	5307					32,200
OP	LOCAL					8,050
Fiscal Year Total		90,250	84,000	65,250	40,250	40,250
				Total FY 09-12	279,750	

Pennsylvania - Transit Program

SEPTA

MPMS# 60335 **City Hall and 15th Street Stations Rehabilitation**
 AQ Code M8 On Broad Street Subway Line/MF Line
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Center City Philadelphia
 10A, 14A

This project will provide for the renovation of City Hall Station on the Broad Street Subway Line and 15th Street Station on the Market-Frankford Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 27,000 passengers on a daily basis. 15th Street Station serves 29,000 passengers a day. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Subway-Surface Lines and Regional Rail Lines. City Hall Stations, which opened in 1928, has deteriorated over the years and is in need of repairs. In addition, both stations require accessibility improvements to meet ADA standards, as well as passenger amenity improvements and aesthetic enhancements to uplift their overall appearance and appeal.

Preliminary and final design for this project will focus on the following items :

- 1) new entrance in Dilworth Plaza, including elevators and a fare collection facility;
- 2) elevator accessibility from street level to the platforms of the Broad Street Line and the Market-Frankford Line;
- 3) elevator accessibility from street level to Dilworth Plaza and Suburban Station;
- 4) modification of the fare collection facility on the lower concourse level;
- 5) more open space at the platform level of City Hall Station;
- 6) straightening and widening of passageways;
- 7) new architectural finishes, lighting and signage;
- 8) Art-In-Transit;
- 9) mechanical and natural ventilation in re-opened shafts;
- 10) structural repairs;
- 11) prevention/interception of water infiltration/inflow;
- 12) 15th Street Station accessibility improvements, including elevators and platform raising; and modification of 15th Street Station fare collection facility.

Obligated Prior Year Funding

\$9,500,000

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5309					
CON	CB					
CON	LOCAL					
CON	5309		3,200			
CON	CB		667			
CON	LOCAL		133			
CON	5309			16,000		
CON	CB			3,333		
CON	LOCAL			667		
CON	5309				16,000	
CON	CB				3,333	
CON	LOCAL				667	
CON	5309					37,200
CON	CB					7,750
CON	LOCAL					1,550
Fiscal Year Total		0	4,000	20,000	20,000	46,500
				Total FY 09-12	44,000	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60540 **Parking Expansion Program**

AQ Code 20200 Systemwide
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This program provides for the design and construction of parking facility expansions, new parking facilities including garages, and the rehabilitation of existing parking facilities. All new and rehabilitated facilities will be compliant with the requirements of the Americans with Disabilities Act of 1990. Lighting, signage, landscaping, and drainage improvements will be incorporated into each project. Pathways from the new/improved parking facilities to the station area will be constructed or improved as needed to complement parking projects.

There are 136 parking facilities with a total of 26,800 parking spaces that are maintained by SEPTA. On a daily basis, many of these facilities are at, or near, full capacity. Over the last ten years, SEPTA and PADOT have added 2,800 parking spaces. By increasing parking capacity throughout the transit system, SEPTA will be better able to attract new customers and further assist in the mitigation of traffic congestion and reducing air pollution for the region.

Projects programmed for funding in the next few years are as follows:

- Exton Parking Expansion (see MPMS #702) - \$6.8 million
- Malvern Parking and Underpass (see MPMS #705) - \$12.6 million
- Jenkintown Parking Garage and Station Improvements (see MPMS #704) - \$57.2 million
- Glenside Parking Garage and Station Improvements - \$35 million
- Gwynedd Valley Parking Expansion (see MPMS #703) - \$1.8 million

Additional Parking Development Projects including Penllyn (see MPMS #706), Philmont (see MPMS #707), Holmesburg Junction and Forest Hills - \$11.5 million

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309-B	226				
ERC	1514	483				
ERC	CB	47				
ERC	LOCAL	10				
ERC	LOCAL	17				
ERC	1514		483			
ERC	LOCAL		17			
ERC	1514			483		
ERC	LOCAL			17		
ERC	1514				2,418	
ERC	LOCAL				83	
ERC	5309					27,440
ERC	CB					5,721
ERC	1514					5,373
ERC	LOCAL					1,142
ERC	LOCAL					185
Fiscal Year Total		783	500	500	2,501	39,861
			Total FY 09-12		4,284	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60555 **Broad Street Subway Station Improvements**

AQ Code M8 Girard, Spring Garden
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Philadelphia City
 10A, 14A

This project will provide for improvements to Spring Garden and Girard Stations on the Broad Street Subway Line. Both stations were open in 1928. The stations are showing signs of disrepair and deterioration due to their age and use.

Improvements at Spring Garden and Girard Stations will include improved lighting; new wall, floor and ceiling finishes; passenger amenities; signage; and passenger control and cashier facilities. Accessibility improvements at these two stations will include elevators connecting the street, mezzanine and platform levels, platform tactile warning strips, Braille and raised letter signs, and an audio/visual public address system. Materials installed at these stations will be easy to maintain, have a long-life expectancy, and possess vandal-resistant qualities. These improvements will convert Spring Garden and Girard Stations into fully-accessible, modern, and secure transit facilities.

**Obligated Prior
Year Funding**

\$1,500,000

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309	4,000				
ERC	CB	833				
ERC	LOCAL	167				
CON	5309		11,200			
CON	CB		2,333			
CON	LOCAL		467			
CON	5309			8,000		
CON	CB			1,667		
CON	LOCAL			333		
CON	5309				5,200	
CON	CB				1,083	
CON	LOCAL				217	
Fiscal Year Total		5,000	14,000	10,000	6,500	0
				Total FY 09-12	35,500	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60557 **System Improvements**
 AQ Code M6 System Improvements
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This project will provide for the development, design and implementation of system improvements within the five county area. Capital improvements to the infrastructure are required in order to carry out many of the business goals and objectives of the Authority. System improvements are defined as projects which expand or improve operations, or which add new system capabilities or service.

Potential projects include:

Rail Transit Stations Fiber Optic Platform (Phase II)--Design, purchase, installation of fiber optic equipment to be deployed at locations throughout SEPTA's Subway/Elevated and Light Rail Systems. (\$9 million)

Customized Community Transportation (CCT) Communications system/Control Center--upgrading and enhancement of the dispatching and reservation operation of SEPTA's ADA and Shared-Ride programs. (\$19 million)

Information Technology--Enhancements to SEPTA's information technology infrastructure and computer software applications. (\$ 1.5 million per year)

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	5307	2,586				
CAP	1514	3,159				
CAP	CB	539				
CAP	LOCAL	109				
CAP	LOCAL	107				
CAP	1514		5,800			
CAP	LOCAL		200			
CAP	1514			5,800		
CAP	LOCAL			200		
CAP	1514				5,800	
CAP	LOCAL				200	
CAP	1514					11,600
CAP	LOCAL					400
Fiscal Year Total		6,500	6,000	6,000	6,000	12,000
			Total FY 09-12		24,500	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60574 *Paoli Transportation Center*

AQ Code 20200
 Not SOV Capacity
 Adding Subcorr(s): 8K
 2030 LRP ID: E

Transit Improvements
 Tredyffrin Township

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the R5 Paoli/Downingtown Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The project includes the construction of an intermodal station facility including the reconfiguration of track/interlocking west of the station to accommodate the platforms for the new transportation center. This project also provides for high-level platforms, a waiting area, ticket office and passenger amenities; construction of a 1,200-space new commuter parking facility; reconfiguration of access roads and entrances to the station; and construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

Unobligated discretionary funding and SAFETEA-LU earmarks are as follows:

FY 2006: \$2,850,487
 FY 2007: \$914,640
 FY 2008: \$1,483,360
 FY 2009: \$1,354,320

The highway components of this project are programmed in the Chester County section of the TIP under MPMS #47979.

Additional funds may be available and drawn down for this project through SEPTA's actual annual allocation of Section 5309 Discretionary Bus Funds as noted in MPMS#70690.

Obligated Prior Year Funding

\$9,634,400

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309-B	2,850				
ERC	CB	594				
ERC	LOCAL	119				
CON	5309-B	1,483				
CON	5309-B	1,354				
CON	5309-B	915				
CON	CB	191				
CON	CB	309				
CON	CB	282				
CON	LOCAL	56				
CON	LOCAL	62				
CON	LOCAL	38				
Fiscal Year Total		8,253	0	0	0	0
			Total FY 09-12		8,253	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60582

Vehicle Overhaul Program

AQ Code M3

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

This project provides for the major overhaul of SEPTA's rolling stock and for specialized vehicle overhauls conducted in addition to the general overhaul effort. The project will address critical items and vehicle equipment upgrades and modifications which are accomplished on a fleet wide basis.

Highlights of the Fiscal Year 2009 program include the overhaul of 27-foot Champion buses, 40-foot low-floor hybrid New Flyer buses, 60-foot articulated Neoplan buses, Broad Street Subway B-IV cars, Subway Surface light rail vehicles, Media/Sharon Hill Line light rail vehicles, Regional Rail Silverliner IV railcars, Regional Rail Bombardier Push-Pull railcars and locomotives, Market Frankford M-4 cars, Norristown High Speed Line N-5 cars, and maintenance of way equipment. Campaigns for Fiscal Year 2009 include Regional Rail Silverliner IV A/C condenser unit overhaul and rotating equipment change out; and Light Rail Vehicle automatic stop announcement system installation.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	CB	21,750				
CAP	1514	29,242				
CAP	LOCAL	1,008				
CAP	CB		20,000			
CAP	1514		32,480			
CAP	LOCAL		1,120			
CAP	1514			38,183		
CAP	CB			15,700		
CAP	LOCAL			1,317		
CAP	CB				10,300	
CAP	1514				45,047	
CAP	LOCAL				1,553	
CAP	1514					95,700
CAP	CB					20,000
CAP	LOCAL					3,300
Fiscal Year Total		52,000	53,600	55,200	56,900	119,000
			Total FY 09-12		217,700	

Pennsylvania - Transit Program

SEPTA

MPMS# 60585 **Track, Signal, Catenary & Bridge Renewal (ISRP)**

AQ Code M9 Systemwide
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of Track, Signal, Catenary and Bridge projects to be funded under this program:

Cable Replacement Program on Broad Street Subway DC Traction Cable & Market Street Elevated AC Cable; Wood Pole Replacement Program on Norristown High Speed Line and the Media/Sharon Hill Line; Authority-wide Manhole Rehabilitation Program (20 locations); Trolley Wire Replacement Program (Route 34 and Route 13); Trackless Trolley Power System Upgrade - Routes 59, 66 & 75; Duct Bank Replacement Program (Broad Street and Wyoming Avenue); Route 15 Sectionalization; Sectionalizing Switch / RTU / Section Insulator Installation Program (R3 Media Elwyn Line and R5 Main Line); Warminster Line Catenary Reconfiguration; Catenary Work at "K" Interlocking; R5 Main Line Catenary Replacement Program (Six Sections); Communications & Signals Cable Installation - R3 West Trenton Line & R3 Media Elwyn Line; Rt. 36 Island Ave. Track Renewal – Buist to Lindbergh Blvd.; Route 11 - Woodland Avenue Street Track Renewal – 58th Street to 68th Street; Market Frankford Line – Continuous Welded Rail Program - 2nd St. to I-95 Viaduct; CTD/STD High Speed Specialwork Renewal - Broad Street Subway Switches and Crossovers; CTD/STD Curve Worn Rail Replacement – Market Frankford Line and Subway Surface Line; Street Track Special Work Renewal – 42nd and Baltimore, 63rd and Lansdowne and 40th Street Portal; MFSE 3rd Rail Relocation Program – Berks and York/Dauphin Stations; Subway/Surface Line - Renew Station Track at Juniper Station; R5 Main Line "Kay" Interlocking Tie Renewal & Resurfacing; RRD Grade Crossing Renewal Program - R3 West Trenton Line Bellvue Ave. - Premier and Woodbourne Road – Premier; Hunt Slip Switch and the UG 4.5 Bridge Timber Renewal; R5 Main Line Tie & Surface - Carmel to 16th St.; RRD Under Grade Bridge - Timber Deck Renewals R5 Lansdale and Doylestown Lines; RRD West Trenton Tie & Surfacing Program - Neshaminy to Wood; Railroad Division Curve Worn Rail Replacement – R7 Chestnut Hill East Line and R8 Fox Chase Line; Critical Catenary Structural Rehabilitation Program (Lansdale, Media/Elwyn and Norristown Lines); Bridge Rehabilitation Program (Media/Elwyn, Chestnut Hill East and Chestnut Hill West Lines).

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	CB	24,000				
ERC	CB		24,000			
ERC	CB			24,000		
ERC	CB				24,000	
ERC	CB					48,000
Fiscal Year Total		24,000	24,000	24,000	24,000	48,000
			Total FY 09-12		96,000	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

AQ Code M10

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life and will increase the size of the fleet for improved service. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
PUR	5307	3,680				
PUR	CB	767				
PUR	LOCAL	153				
PUR	5307		4,080			
PUR	CB		850			
PUR	LOCAL		170			
PUR	5307			3,520		
PUR	CB			733		
PUR	LOCAL			147		
PUR	5307				3,760	
PUR	CB				783	
PUR	LOCAL				157	
PUR	5307					7,520
PUR	CB					1,567
PUR	LOCAL					313
Fiscal Year Total		4,600	5,100	4,400	4,700	9,400
			Total FY 09-12		18,800	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

AQ Code M5
 Not SOV Capacity
 Adding Subcorr(s):
 2030 LRP ID: B

Transit Improvements
 Various

This project provides for the upgrade of SEPTA's fare collection system and equipment. SEPTA's fare collection equipment has outlived its useful life, but has remained functional through equipment overhaul programs and the acquisition of used equipment from other transit agencies.

Continuing advancements in the telecommunications industry will enable SEPTA to modernize or replace current revenue collection equipment and will greatly improve customer service and convenience. New fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and tickets, and will validate coin and paper currency. New full service vending machines located in subway-elevated, subway-surface and selected regional rail stations, and at other terminal locations will improve customer convenience of fare instrument purchases. Regional Rail conductors will be issued hand-held point of sales devices that will have the capability of recording on-board sales information and provide a fare instrument and/or a receipt.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include efforts to improve the payment and collection procedures for SEPTA's Customer Community Transportation (CCT) operation, as well as SEPTA's parking operation. Computer equipment and software systems will be replaced to support the enhanced system-wide fare collection system.

Control, accountability and reconciliation will be made an integral part of the new fare collection system. The introduction of new fare collection technology will attract riders to the system and facilitate more accurate gathering of ridership and revenue information. This project will realign fare collection within SEPTA across all modes, fleets and business functions. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly throughout the transit network.

**Obligated Prior
Year Funding**

\$5,875,469

This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5307	12,000				
CON	CB	2,500				
CON	LOCAL	500				
CON	5307		16,000			
CON	CB		3,333			
CON	LOCAL		667			
CON	5307			16,000		
CON	CB			3,333		
CON	LOCAL			667		
CON	5307				19,390	
CON	5309				11,910	
CON	CB				4,040	
CON	CB				2,481	
CON	LOCAL				496	
CON	LOCAL				808	
Fiscal Year Total		15,000	20,000	20,000	39,125	0
			Total FY 09-12		94,125	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60619 *Transit Enhancements*

AQ Code M8
 Not SOV Capacity
 Adding Subcorr(s):

Transit Improvements
 Various

Under SAFETEA-LU guidelines, eligible activities include historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

Projects are selected by DVRPC based on recommendations from an advisory committee following a competitive review process.

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	TTE	945				
CAP	CB	197				
CAP	LOCAL	39				
CAP	TTE		988			
CAP	CB		206			
CAP	LOCAL		41			
CAP	TTE			901		
CAP	CB			188		
CAP	LOCAL			37		
CAP	TTE				1,061	
CAP	CB				221	
CAP	LOCAL				77	
CAP	TTE					1,061
CAP	CB					221
CAP	LOCAL					77
Fiscal Year Total		1,181	1,235	1,126	1,359	1,359
			Total FY 09-12		4,901	

Pennsylvania - Transit Program

SEPTA

MPMS# 60629 *Job Access and Reverse Commute (JARC)*
 AQ Code 20100 Transportation Program
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

The Southeastern Pennsylvania Job Access and Reverse Commute Initiative is a program that offers a regional approach to job access challenges and human services transportation coordination. The program has two major goals. The first is to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities during both traditional and non-traditional work hours. The second goal of the program is to increase coordination among the transportation providers, human service agencies, employers, the Delaware Valley Regional Planning Commission, the Commonwealth of Pennsylvania, and affected communities and individuals. Job Access projects implement new transportation services or extend existing services to fill the transportation gaps that exist in many areas between where welfare recipients and low-income persons live and employment opportunities. Reverse Commute projects are designed to transport the general public from urban, suburban, and rural areas to suburban employment opportunities.

SEPTA services include new bus routes to employment areas, early morning and late night service on regional rail lines, city and suburban "night owl" bus service, bus route extensions and enhancements, suburban evening bus service and "How to Ride" guides. Subrecipients of JARC funds from SEPTA provide "final link" transportation to locations not easily served by traditional transit or to meet the unique travel requirements of low-income populations in more rural pockets of the Philadelphia region. These partners provide small bus and van service to suburban job centers, reverse commute intra-county service and connecting service from train stations and bus routes to suburban businesses. Additionally, the services are marketed by SEPTA and its subrecipients

Every month, approximately 91,000 trips are made on the Southeastern Pennsylvania regional job access routes.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
OP	JARC	2,700				
OP	1516	4,241				
OP	JARC		2,700			
OP	1516		4,241			
OP	JARC			2,700		
OP	1516			4,241		
OP	JARC				2,700	
OP	1516				4,241	
Fiscal Year Total		6,941	6,941	6,941	6,941	0
			Total FY 09-12		27,764	

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Pennsylvania - Transit Program

SEPTA

MPMS# 60636 **Elwyn to Wawa Rail Improvements**
 AQ Code 2020M Elwyn to Wawa, Delaware County
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 5B Middletown Township
 2030 LRP ID: P

This project will provide for the restoration of rail service approximately 3 miles between the existing R3 Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a proposed terminus at Wawa, Delaware County. Service restoration will require new track, catenary, signals, communications and structures between Elwyn and Wawa, as well as the construction of a new station and parking facility at Wawa, Delaware County. The project is in close proximity to US Route 1, a major highway artery serving this area. Route 1 would provide excellent highway access to the large park and ride facility proposed at Wawa.

**Obligated Prior
Year Funding**

\$6,373,364

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5309	3,200				
CON	CB	667				
CON	LOCAL	133				
CON	5309		20,000			
CON	CB		4,167			
CON	LOCAL		833			
CON	5309			20,000		
CON	CB			4,167		
CON	LOCAL			833		
CON	5309				15,702	
CON	CB				3,271	
CON	LOCAL				654	
Fiscal Year Total		4,000	25,000	25,000	19,627	0
			Total FY 09-12		73,627	

Pennsylvania - Transit Program

SEPTA

MPMS# 60651 *Regional Rail Substation Imp. Program*

AQ Code M6
 Not SOV Capacity
 Adding Subcorr(s):

Transit Improvements
 Various

This program provides for improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. In total, this program will provide for the replacement of sixteen substations over the next decade and half. The first three facilities to be addressed under this program are: 1) Replacement of 30th Street Switching Station (Sub 1-A) scheduled to advance to construction in late 2008; 2) Replacement of Callowhill Substation with new Fairmount Avenue Substation is progressing with completion scheduled for mid-2009, and 3) the Replacement of Jenkintown Substation is scheduled to commence in the mid-2008.

The 30th Street Switching Station is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Tunnel. Electrical and structural equipment failures at this circa-1920's facility cause train service delays. A new switching station will be constructed within SEPTA's Powelton Yard.

Callowhill Substation is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel. The Jenkintown Substation is located just north of Jenkintown Station in Montgomery County. These 70 year old facilities are two of 12 autotransformer substations that transform the incoming traction power from 24,000 volts to 12,000 volts and distribute the power to Regional Rail Lines north of the Center City Commuter Tunnel. The power equipment at these substations is deteriorated and difficult to maintain. Failure of these substations and supporting power cables would have a significant impact on Regional Rail operations. The Callowhill Substation is being replaced with a new facility near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. Autotransformers will be designed and installed outside of these new substations. In addition, new electrical components will be installed and modifications will be made to the existing power transmission feeder cables and their supporting structures. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment.

The state-of-the-art controls and protection devices will provide a high level of maintainability and operational simplicity. As a result of this project, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will receive enhanced service quality.

Obligated Prior Year Funding

\$34,545,794

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5307	4,000				
CON	5309	6,800				
CON	CB	1,417				
CON	CB	833				
CON	LOCAL	283				
CON	LOCAL	167				
ERC	5309		11,480			
ERC	CB		2,392			
ERC	LOCAL		478			
CON	5309			4,523		
CON	CB			942		
CON	LOCAL			189		
CON	5309				15,840	
CON	CB				3,300	
CON	LOCAL				660	
CON	5309					117,720
CON	CB					24,525

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Pennsylvania - Transit Program

SEPTA						
CON	LOCAL					4,905
Fiscal Year Total		13,500	14,350	5,654	19,800	147,150
Total FY 09-12					53,304	

MPMS# 60655 Intermodal Facility Improvements (B)

AQ Code 20200 in Bucks County
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): 4A, Various
 5I, 12A

Bucks County Intermodal Facilities project consists of improvements at SEPTA's Croydon and Levittown Stations. These stations are served by Bus Route 128 and the R7 Trenton Regional Rail line. The total average weekday ridership at Croydon Station is 562 trips. The total average weekday ridership at Levittown Station is 560 trips.

Estimated at \$17 million, improvements at Croydon station include: Construction of bus shelters, bus intermodal connection access and signage; ADA accessibility improvements including ramps and stairs to access a new sidewalk in the Cedar Ave. underpass; Installation of two 510-ft. high-level platforms with low-level extensions; New canopies, windscreens, and passenger amenities on the platforms; Highway and traffic signal work to realign the Cedar Avenue/Route 13 intersection; Parking improvements, including expansion of the existing inbound parking lot and construction of approximately 145 additional parking spaces on the outbound side of the station; and New lighting and landscaping and drainage improvements.

Parking expansion will take place at Croydon Station as part of the intermodal improvements. There are currently 139 parking spaces (68 SEPTA owned and 71 gravel) on the inbound side at Croydon Station. On the outbound side of Croydon, SEPTA is acquiring property to accommodate the new 145 space parking lot. SEPTA will use state and local funds to pay for the property acquisition. SEPTA anticipates that settlement on the properties will take place prior to the end of Calendar Year 2007. Proposed parking improvements will also result in an inbound lot with 54 SEPTA owned parking spaces. The loss of inbound parking spaces on the westbound side of Cedar Avenue is due to the realignment and reconfiguring of the Cedar Avenue/Route 13 intersection and signals, and the installation of new ramps and sidewalks. On the eastbound side of Cedar Avenue, parking spaces will be lost due to the new bus loop, installation of new ramps, sidewalks, and the new high level platform. Additionally, the existing gravel parking lot on the inbound side will be paved and reconfigured and will include a new driveway and sidewalk. Once improvements are complete, the total number of SEPTA owned parking spaces at Croydon Station will be 199.

Estimated at \$18 million, the Levittown Station includes improvements to the station building, replacement of pedestrian tunnel and improvements to parking area, which includes painting, lighting, and signage. With improved vehicular access to the station, there are also plans for locating a new bus stop within close proximity of the station building and reconfiguring the parking lot to accommodate bus access. These improvements will enhance intermodal connections between bus and rail and will encourage greater usage. The station contains 344 parking spaces.

Additional funds for this project are programmed in MPMS# 77183, and may also be made available and drawn down from MPMS #70690.

Obligated Prior Year Funding

\$16,137,012

This project may be suitable for ITS treatments.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	5309-B	1,500				
CON	CB	312				
CON	LOCAL	63				
Fiscal Year Total		1,875	0	0	0	0
Total FY 09-12					1,875	

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Pennsylvania - Transit Program

SEPTA

MPMS# 70690

Section 5309 Discretionary Bus Funds

AQ Code M8

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

This line item provides for four projects to receive anticipated Section 5309 Discretionary Bus Funds. Funds will be programmed in individual projects at the appropriate time.

Bus Purchase Program - See MPMS#60286

Intermodal Facility Improvements in Bucks County - See MPMS #60655

Glenside and Jenkintown Intermodal Facilities - See MPMS #60540

Paoli Transportation Center- See MPMS #60574

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	5309-B					
CAP	CB					
CAP	LOCAL					
CAP	5309-B		5,707			
CAP	CB		1,189			
CAP	LOCAL		238			
CAP	5309-B			5,554		
CAP	CB			1,157		
CAP	LOCAL			231		
CAP	5309-B				5,506	
CAP	CB				1,147	
CAP	LOCAL				229	
Fiscal Year Total		0	7,134	6,942	6,882	0
			Total FY 09-12		20,958	

Pennsylvania - Transit Program

SEPTA

MPMS# 70691

SMART Stations Program

AQ Code M8

Improve passenger safety and security

Not SOV Capacity

Transit Improvements

Adding Subcorr(s):

Various

2030 LRP ID: C

The project provides for improvements to passenger safety, security, communications and the station environment at Market-Frankford, Broad Street Subway and Subway/Surface Lines stations and will be implemented in 2 phases. The Smart Stations project combines improvements such as modern fire detection and reporting equipment; chemical and wet fire suppression systems in certain areas; security systems, including emergency lighting, intrusion and robbery alarms, CCTV surveillance; audio-visual public address system; emergency exits; platform emergency phones and expanded maintenance alarm systems. In addition, station lighting improvements will be undertaken at selected locations.

Estimated at \$32 million, Phase 1 includes 21 stations:

-- Market-Frankford Line: 2nd, 11th, 15th, 34th, 40th, and 69th Street Stations

-- Broad Street Line: Fern Rock, Olney, Erie, Susquehanna-Dauphin, Allegheny, Tasker-Morris, Snyder and Pattison Stations

-- Subway-Surface Lines: 15th, 19th, 22nd, 33rd, 36th, 37th and 40th Street Stations

Estimated at \$58 million, Phase II includes 37 stations:

-- Market-Frankford Line: Bridge-Pratt, Margaret-Orthodox, Church, Erie-Torresdale, Tioga, Allegheny, Somerset, Huntingdon, York-Dauphin, Berks, Girard, Spring Garden, 8th Street, 13th Street, 15th Street (cameras only), 30th Street, 46th Street, 52nd Street, 56th Street, 60th Street, 63rd Street and Millbourne Stations

--Broad Street Line: Logan, Wyoming, Hunting Park, North Philadelphia, Fairmount, Race-Vine, Walnut Locust, Lombard-South, Ellsworth-Federal, Oregon, Fairmount-Ridge, Chinatown-Ridge and 8th Street-Ridge Stations

--Subway-Surface Lines: Juniper and 30th Street Stations

Obligated Prior Year Funding

\$40,534,253

This project contains ITS elements.

TIP Program Years (\$ 000)

Later FYs

Phase	Fund	FY2009	FY2010	FY2011	FY2012
CON	5307	8,800			
CON	5307	3,005			
CON	CB	626			
CON	CB	1,833			
CON	LOCAL	125			
CON	LOCAL	367			
CON	5307		11,370		
CON	5309		614		
CON	CB		128		
CON	CB		2,369		
CON	1514		19		
CON	LOCAL		25		
CON	LOCAL		1		
CON	LOCAL		474		
CON	5307			7,830	
CON	5309			1,770	
CON	CB			1,631	
CON	CB			369	
CON	LOCAL			326	
CON	LOCAL			74	
CON	5307				6,168
CON	CB				1,285

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Pennsylvania - Transit Program

SEPTA						
CON	LOCAL				257	
Fiscal Year Total		14,756	15,000	12,000	7,710	0
Total FY 09-12					49,466	

MPMS# 73214 **Ardmore Transit Center**
 AQ Code 20100 Transit Improvements
 Lower Merion Township

Ardmore Transit Center - The Ardmore Station serves approximately 1,712 riders per weekday. Lower Merion Township received a TCDI grant from DVRPC to develop the Ardmore Transit Center Master Plan Report. The overall project will create a mixed-use intermodal transit district incorporating transportation and public improvements. The recommendations for the transit center include: building new intermodal transit facilities including bus and plaza facilities; signage; and constructing a pedestrian bridge to the transit center. An additional 167 parking spaces will be added, making a total of 362 spaces available.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309	5,405				
ERC	LOC	1,351				
Fiscal Year Total		6,756	0	0	0	0
Total FY 09-12					6,756	

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Pennsylvania - Transit Program

SEPTA

MPMS# 77180

State of Good Repair

AQ Code M4

Not SOV Capacity

Adding Subcorr(s):

Transit Improvements

Various

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Projects include but are not limited to:

Green Line Portals Roof Replacement (\$4 million)

Cynwyd Access Project (\$4.1 million)

BIV Car Control Box Replacement (\$12.9 million)

Victory Garage Fueling Facility (\$7 million)

Additional BSS Signal work (\$1.6 million)

Escalator Program Phase VII (\$2.4 million)

Escalator Program Phase VIII and IX (\$6.2 million)

1234 Market Street Improvements (\$1.1 million)

Vehicle Washer Phase 3- NHSL and Frazer (\$1.5 million)

Easton and Susquehanna Crossing (\$.8 million)

Frankford Elevated Station 3rd Rail Relocation (\$1 million)

CHW Bridge 0.35 Replacement (\$3.5 million)

RRD Station Signage (\$2.1 million)

Darby Bus Terminal Expansion and Reconstruction (\$2.8 million)

Roof Replacement at Berridge Shop (\$5.5 million)

Roof Replacement at Woodland Shop (\$5 million)

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CAP	1514	10,150				
CAP	LOCAL	350				
CAP	1514		11,600			
CAP	LOCAL		400			
CAP	1514			10,150		
CAP	LOCAL			350		
CAP	1514				9,667	
CAP	LOCAL				333	
CAP	1514					33,737
CAP	LOCAL					1,163

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Pennsylvania - Transit Program

SEPTA						
Fiscal Year Total	10,500	12,000	10,500	10,000		34,900
			Total FY 09-12	43,000		

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Pennsylvania - Transit Program

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

AQ Code M8 Stations
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, and transportation centers. Program elements include the total replacement of all station and loop facility components, as well as projects that significantly rehabilitate stations and loops, such as improvements to, or replacement of, station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators lighting, signage, and accessible paths and features. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Projects include but are not limited to:

- R5 Wayne Station - \$19.3 million (Prior Years & FY 2010, 2011)
- Queen Lane/Allen Lane - \$17.1 million (Prior Years & FY 2010, 2011, 2012)
- Wayne Junction - \$25 million (Prior Years & FY 2011, 2012, & 2013)
- Croydon Station - \$17.5 million (Prior Years & FY 2009, 2010)
- Levittown Station - \$18.5 million (Prior Year & FY 2010, 2011, 2012)
- R5 Ambler Station - \$7 million (FY 2009 & 2010)
- R8 Olney Station (additional work) - \$2 million (FY 2009)
- BSS Logan Station - \$3.7 million (FY 2009, 2010)
- Frankford and Gregg Loop - \$1.3 million (FY 2009)
- R5 Villanova Station - \$8 million (FY 2009, 2010, 2011)
- R8 Ryers Station - \$3 million (FY 2010, 2011)
- R3 Hatboro Station - \$2.5 million (FY 2010, 2011)
- 8th Street Station - \$2.7 million (FY 2010, 2011)
- BSS Hunting Park Station - \$4.2 million (FY 2011, 2012, and Later Years)
- Bell Corner Loop - \$1.3 million (FY 2010)
- 33rd and Dauphin Loop - \$1.3 million (FY 2011)

Projects scheduled for FY12 and later years - R5 Exton Station - \$5 million; Primos Station - \$7 million; East Falls Station - \$8 million; R3 Willow Grove - \$2.5 million; Highland Avenue Station - \$5 million; 5th Street Station - \$10.5 million; BSS Wyoming - \$3.2 million; Wycombe Loop - \$1.3 million; Fern Rock Loop - \$1.3 million; and 61st and Pine Loop - \$1.3 million.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514	9,787				
ERC	LOCAL	338				
ERC	1514		32,383			
ERC	LOCAL		1,117			
ERC	5307			1,422		
ERC	5309			14,178		
ERC	1514			10,633		
ERC	CB			2,954		
ERC	CB			296		
ERC	LOCAL			367		
ERC	LOCAL			59		
ERC	LOCAL			591		
ERC	5309				8,800	
ERC	1514				10,150	
ERC	CB				1,833	
ERC	LOCAL				350	
ERC	LOCAL				367	

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SEPTA						
ERC	5309					34,560
ERC	CB					7,200
ERC	LOCAL					1,440
Fiscal Year Total		10,125	33,500	30,500	21,500	43,200
			Total FY 09-12		95,625	

MPMS# 77187 *Shops, Yards & Support Facilities Renewal (ISRP)*

AQ Code M4 Systemwide
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

Projects included as part of the shops, yards, & support facilities program are as follows:

Substation Improvement Program (City Transit Division & Suburban Transit Division) - Pattison, Sansom, Ranstead and Castor; Substation Control Battery Replacement Program – Pattison and Castor; Install 6 Vacuum Breakers, Morton and Allen Lane; Compressor Replacement Program (Roberts Yard); Frequency Converter Replacement Program – between Vine Interlocking and Wayne Junction; Railroad Wireless Data Radio Project and Radio Narrowbanding Projects; Railroad Air Line Replacement Program; Powelton Yard Switch Renewal - Phase 3.

See companion projects, MPMS #'s 60585 and 77190

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	CB	5,000				
ERC	CB		5,000			
ERC	CB			5,000		
ERC	CB				5,000	
ERC	CB					5,000
Fiscal Year Total		5,000	5,000	5,000	5,000	5,000
			Total FY 09-12		20,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 77190 **Station and Loop Renewal (ISRP)**

AQ Code M8 Systemwide
 Not SOV Capacity Transit Improvements
 Adding Subcorr(s): Various

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

Projects included in the Station and Loop Renewal program are as follows:

West Trenton Line Station Improvements (Neshaminy Falls and Langhorne Stations); Stairway Renewal Program (Media/Elwyn Line - Angora and 49th Street Stations, Chestnut Hill West Line – St. Martins Station; Station Canopy / Shelter Improvements Program – Cornwells Heights and Colmar Stations; Platform Improvements Program (Cornwells Heights Station); CCTV Program - 30th St.; Inter Track Fencing Program (Chestnut Hill East Line Germantown Station and Media/Elwyn Line Angora Station); Suburban Station Fire System Improvements Program; Wilmington Line Station Improvements; Renewal of Market East Fans; Airport Line ROW Fencing; Station Entrance Improvement Program; Station and Tunnel Lighting; Vent Well and Emergency Exit Program; Route 101/102 Station Improvements; Garage Shop Improvements; Green Line Improvements Project; Compressed Air Modification Program; Fall Arrest Program; 8th & Market on Ridge Station Renewal Project; 69th St. Platforms; New 69th St. Police Headquarters; Communication Room Improvements; Station and Passenger Gate Upgrade Program - Location TBD; Roof Replacement Program – Warminster Station.

See companion projects, MPMS #'s 60585 and 77187

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	CB	4,000				
ERC	CB		4,000			
ERC	CB			4,000		
ERC	CB				4,000	
ERC	CB					4,000
Fiscal Year Total		4,000	4,000	4,000	4,000	4,000
			Total FY 09-12		16,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 84639 *Exton Station Parking Expansion*

AQ Code 20200 Transit Improvements

PADOT is undertaking the reconstruction of the US Route 202, Section 300, between Route 30 and Swedesford Road. The FHWA/PADOT funding for Congestion Mitigation Strategies will provide partial funding to expand parking at Exton Station to help relieve traffic congestion during construction.

Current parking capacity at Exton Station totals 513 spaces. This amount includes 397 SEPTA-owned and 116 spaces leased from PADOT. The project involves the reconfiguration and repaving of the existing 99 parking spaces at the outbound parking facilities of the station and the addition of 170 parking spaces. The work includes site clearing and demolition, earthwork, erosion control, storm drainage, lighting, paving, striping and landscaping. Upon completion of this project, the total parking capacity at Exton Station will be 683 spaces.

To facilitate the parking expansion, property has been leased from Norfolk-Southern and Amtrak. Also, an overhead signal and communications line suspended from wooden utility poles will be relocated.

Also see MPMS# 60540.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514		989			
ERC	LOCAL		34			
Fiscal Year Total		0	1,023	0	0	0
		Total FY 09-12		1,023		

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 84640 *Gwynedd Valley Station Parking*

AQ Code 20200 Transit Improvements

This project provides for property acquisition and the design and construction of a parking facility at the R5 Gwynedd Valley Station. The proposed new parking lot will accommodate approximately 60 parking spaces. The land to be acquired for the project is located across Plymouth Road on the outbound side of the tracks. This land was previously leased by SEPTA and used as a gravel parking lot. The property lease has expired, and the owner has expressed interest in selling the land. An easement agreement with an adjacent property owner will also be required for access to the proposed parking facility. Improvements to the site includes the demolition of an existing wood shed, construction of concrete curbs and walkways, paving and striping of the parking area, storm water management, lighting, landscaping and signage.

The existing parking facility at the station, which contains 118 spaces, is filled to capacity on weekdays. The proposed facility will increase the parking capacity to approximately 178 spaces.

Also see MPMS# 60540.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514	677				
ERC	LOCAL	23				
ERC	1514		677			
ERC	LOCAL		23			
ERC	1514			566		
ERC	LOCAL			20		
Fiscal Year Total		700	700	586	0	0
				Total FY 09-12	1,986	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 84642 *Jenkintown Parking Garage*

AQ Code 20200 Transit Improvements

The Jenkintown Station is served by SEPTA's Suburban Bus Route 77 and SEPTA's R1, R2, R3, and R5 Regional Rail Lines. The feasibility study performed by the Hiller Group, in conjunction with Cheltenham Township, Borough of Jenkintown, Montgomery County Planning Commission, Delaware Valley Regional Planning Commission and SEPTA, included the design and construction of a multi-level 700 space parking garage at Jenkintown Station. The existing 543 parking lot is currently at capacity, and cannot be expanded further due to physical constraints of the site. Most parking spaces are filled by early morning by the commuter transit passengers, leaving little or no parking spaces for other passengers. The additional parking between bus and rail will encourage greater usage of public transportation. Jenkintown Station is spanned by the Greenwood Avenue Bridge, which is scheduled for replacement by PennDOT. SEPTA's proposed construction of a parking garage and platform reconstruction work will be done in conjunction with the replacement of the Greenwood Avenue Bridge by PennDOT. SEPTA has obligated SAFETEA-LU earmarks to advance the design phase of the parking garage. In addition to the parking garage, SEPTA will be installing a new high level platform at Jenkintown Station, beginning at the station canopies, moving southbound to where the new parking garage will be located.

Also see MPMS# 60540.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	5309-B	1,129				
ERC	CB	235				
ERC	LOCAL	47				
ERC	1514		2,320			
ERC	LOCAL		80			
ERC	5307			4,962		
ERC	1514			4,057		
ERC	CB			1,034		
ERC	LOCAL			140		
ERC	LOCAL			206		
ERC	5309				9,007	
ERC	CB				1,877	
ERC	1514				2,047	
ERC	LOCAL				375	
ERC	LOCAL				74	
ERC	5309					4,560
ERC	1514					11,185
ERC	CB					950
ERC	LOCAL					190
ERC	LOCAL					385
Fiscal Year Total		1,411	2,400	10,399	13,380	17,270
				Total FY 09-12	27,590	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 84643 Malvern Station and Pedestrian Tunnel Improvements

AQ Code 20200 Transit Improvements

This project consists of the construction of a new pedestrian underpass with concrete steps on the inbound and outbound sides, new lighting, intertrack fencing, and related exterior improvements at the Malvern Station, including expansion and improvements to the existing parking lot. All work will be completed in accordance with ADA requirements.

Also see MPMS# 60540

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514		2,685			
ERC	LOCAL		92			
ERC	1514			5,630		
ERC	LOCAL			194		
ERC	1514				1,859	
ERC	LOCAL				64	
Fiscal Year Total		0	2,777	5,824	1,923	0
			Total FY 09-12		10,524	

MPMS# 84645 Penllyn Station Parking Expansion

AQ Code 20200 Transit Improvements

This project provides for property acquisition and the design and construction of a parking facility at the R5 Penllyn Station. The proposed new parking lot will accommodate approximately 30 parking spaces. The land to be acquired for the project is adjacent to the outbound station platform. Improvements to the site include the demolition of existing structures, construction of concrete curbs and walkways, paving and striping of the parking area, storm water management, landscaping, lighting and signage.

The existing parking facility at the station, which contains 43 spaces, is filled to capacity on weekdays. The proposed facility will increase the parking capacity to approximately 73 spaces. Per SEPTA's 2007 Ridership Survey, 174 customers are boarding at this location on weekdays.

Also see MPMS# 60540.

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514	290				
ERC	LOCAL	10				
ERC	1514		290			
ERC	LOCAL		10			
ERC	1514			449		
ERC	LOCAL			15		
Fiscal Year Total		300	300	464	0	0
			Total FY 09-12		1,064	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Transit Program

SEPTA

MPMS# 84647 *Philmont Station Parking Expansion*

AQ Code 20200 Transit Improvements

This project provides for property acquisition and the design and construction of a parking facility at the R3 Philmont Station. The proposed new parking lot will accommodate approximately 130 parking spaces. The two parcels of land to be acquired for the project are adjacent to the existing parking lot on the inbound side of the station. Improvements to the site include the demolition of existing structures (if required), construction of concrete curbs and walkways, paving and striping of the parking area, storm water management, landscaping, lighting and signage.

The existing parking facilities at the station, which contain 414 spaces, are filled to capacity on weekdays. The proposed facility will increase the parking capacity to approximately 544 spaces.

Also see MPMS# 60540

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
ERC	1514	559				
ERC	LOCAL	19				
ERC	1514		483			
ERC	LOCAL		17			
ERC	1514			412		
ERC	LOCAL			14		
ERC	1514				387	
ERC	LOCAL				10	
ERC	1514					4,186
ERC	LOCAL					144
Fiscal Year Total		578	500	426	397	4,330
			Total FY 09-12		1,901	

Total for SEPTA	441,455	465,685	472,199	471,073	1,006,870
		Total FY 09-12		1,850,412	

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

**Pennsylvania
Statewide Interstate Management
Program**

PennDOT



Delaware Valley Regional Planning Commission

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

By County

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

By Fund Type

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

I-95 Reconstruction Project "Roadmap"

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

DESIGN ONLY PROJECTS *

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

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

AVENUE INTERCHANGE

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

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

Section Original Original Section Location and Name MPMS# Breakout Sections

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

*Note:

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

OTHER

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Montgomery

MPMS# 16737 **I-476 Reconstruction, Chemical Rd. to I-76 (RES)**
 AQ Code S10 Chemical Rd. to I-76, Schuylkill Exp.
 Not SOV Capacity Roadway Rehabilitation
 Adding Subcorr(s): 2B, 2C Lower Merion Township; Plymouth Township; West Conshohocken Borough
 2030 LRP ID: 6

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

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

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

This project contains ITS elements.

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

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

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

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

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

Pennsylvania - Highway Program

Philadelphia

MPMS# 47812 ***I-95, Betsy Ross Interchange (BRI)***
 AQ Code 2020M Wheatsheaf Lane to Orthodox St.
 Major SOV Capacity Bridge Repair/Replacement
 Subcorr(s): 4B Philadelphia City
 2030 LRP ID: 65; 8

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

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

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

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

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

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

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

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

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	BOO		8,100			
CON	185		900			
CON	BOO			8,100		
CON	185			900		
Fiscal Year Total		0	9,000	9,000	0	0
		Total FY 09-12			18,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

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

AQ Code 2020M City of Philadelphia

Major SOV Capacity Philadelphia City
 Subcorr(s): 4B, 5G

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

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

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

This project contains ITS elements.

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

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Philadelphia

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

AQ Code 2020M City of Philadelphia

Not SOV Capacity
Adding Subcorr(s): 4B, Philadelphia City
5G, 5H

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

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

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

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

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

Total for Philadelphia	10,000	21,000	45,000	45,000	0
		Total FY 09-12		121,000	

DVRPC FY 2009-2012 TIP for PA

Final Version

Pennsylvania - Highway Program

Various

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

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

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

Phase	Fund	TIP Program Years (\$ 000)				Later FYs
		FY2009	FY2010	FY2011	FY2012	
CON	SXF	34,373				
CON	BND		12,000			
CON	BOO			82,071		
CON	185			9,119		
CON	BOO				105,769	
CON	185				11,752	
Fiscal Year Total		34,373	12,000	91,190	117,521	0
				Total FY 09-12	255,084	

Total for Various	34,373	12,000	91,190	117,521	0
			Total FY 09-12	255,084	

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

FY 2009 Transition List



Delaware Valley Regional Planning Commission

DVRPC TRANSITION LIST FOR THE FY2009 TIP for PA

The Final FY2009 TIP for PA will include a "Transition List" for projects which were programmed for implementation in the FY2007-FY2010 TIP and therefore do not appear in the FY2009 TIP, but which, for either scheduling or obligation authority limitation reasons, will not be able to be implemented until after October 1, 2008, when the FY2009 TIP takes effect. This list helps to provide a smoother transition so that projects included in the Transition List will be considered eligible for federal funding actions, even if they are not included in the FY2009 TIP. This list is also important because it indicates the anticipated level of financial impact on the FY2009 TIP for projects that still need to receive federal authorization to advance.

MPMS #	Project Name	Phase	Phase Cost
<i>Bucks</i>			
13164	Red Hill Road (Bridge)	CON	800
			800
13242	Pineville Road (Bridge)	CON	1200
			1200
13762	West Maple Ave. (Bridge)	UTL	26
		CON	800
		FD	500
		FD	300
		ROW	26
			1652
50728	US 202 Wetland Mitigation Section 700	CON	2600
		CON	1000
		CON	1000
		CON	3300
		CON	1000
			8900
<i>Chester</i>			
14594	Clover Mill Rd. Bridge	CON	800
			800
14629	PA 100 Eagle Loop Road - S. Link	CON	2489
		UTL	50
		CON	3620
			6159
60703	East Goshen Township(Signals)	CON	200
			200
62297	Old Baltimore Pike Bikeway	CON	414
		PE	20
			434
80208	US 202 Interim Bridge Repair Project	FD	475
		CON	657
		UTL	175
		CON	1423
		CON	800
			3530

MPMS #	Project Name	Phase	Phase Cost
Delaware			
64822	Bishop Avenue	CON	312
			312
DRPA			
74840	Commodore Barry Bridge Security Improvements	CON	1250
			1250
Montgomery			
16237	Conshohocken Road (Bridge)	CON	5000
		CON	2000
			7000
16334	PA 73, Church Road	CON	2000
		ROW	500
		PE	500
			3000
16399	Himmelwright Road (Bridge #92))	CON	469
		CON	817
			1286
16680	Byberry Road Bridge	UTL	100
		ROW	100
		FD	250
		CON	1500
			1950
16731	US 202 Parkway, PA 63 to 463 (Section 701)	CON	4225
		CON	6000
		CON	14200
		CON	8797
		CON	17617
			50839
48180	Conshohocken State Road	CON	880
		CON	1920
			2800
Philadelphia			
48191	Germantown Ave. Reconstruction (south) at Ashmead	CON	1200
		CON	4000
			5200
68067	Tidal Schuylkill River Greenway & Trail	ROW	500
			500
70810	Schuylkill River Park/ 23rd Street Connector	CON	1270
		FD	100
		PE	105
		ROW	50
			1525

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

FY 2007 Major Project Status



Delaware Valley Regional Planning Commission

Status of PENNDOT Major Projects from FY 2007 TIP

The federal planning regulations require that the STIP list major projects from the previous STIP that were implemented and identify any significant delays in the planned implementation of major projects. Following is a list of major projects from the FY 2007-2010 STIP and their status update.

COUNTY	MPMS #	PROJECT TITLE	STATUS
Bucks	12923	Bristol Road Extension	Project being re-evaluated
Bucks	12965	Lawn Avenue	No Change - Active in PE
Bucks	13347	I-95 / PA Turnpike Interchange	Active in Final Design.
Bucks	13440	Headquarters Rd.(Bridge)	Project being re-evaluated
Bucks	13484	US 202 Expressway (Sec 700)Design Env & ITS	Complete
Bucks	13518	I-95, Delaware Expressway Interchange	Project was let in 2004
Bucks	13549	US 1 (Bridges)	Active in FD.
Bucks	13576	PA 413, New Rodgers Road (Turn Lane)	Active in FD.
Bucks	13635	Oxford Valley Road Intersection Imp.	Project being re-evaluated
Bucks	47392	Bristol Pike/Route 13, PA 413 to Levittown Parkway -Betterment	Active in PE Phase.
Bucks	47395	US 202 Bypass, Pickertown Rd to PA 611 (Sec. 721)	Active in Final Design. Proceeding toward Plans, Spec. & Estimates.
Bucks	47396	US 202 Bypass, PA 463 to Pickertown Rd.(Sec. 711)	Active in Final Design. Proceeding toward Plans, Spec. & Estimates.
Bucks	49315	Portzer Road Connector	Project being re-evaluated
Bucks	50633	PA 263/Old York Road Concrete Rehab and Overlay	Active in FD
Bucks	50634	County Line Rd. Restoration (3R)	Active in FD Phase.
Bucks	57619	Route 313 Corridor	Active in FD Phase
Bucks	57629	County Line Road Extension	Active in PE Phase.
Bucks	57639	Newtown-Yardley Road	Project being re-evaluated
Bucks	64779	County Line Road Widening	Active in FD Phase.
Bucks	64780	Swamp Road Corridor	Project significantly downsized will be completed as surface treatment
Chester	13945	US 202, TR 252 to US 30 (Sec. 300 Design)	Active in PE Phase.
Chester	14134	West Bridge Street (Bridge)	Issues between municipality & Amtrak
Chester	14629	PA 100 Eagle Loop Road - S. Link	Project was let in 2008
Chester	14484	PA 41 Study	Active in PE Phase.
Chester	14515	PA 100	Project being re-evaluated
Chester	14532	US 30, Coatesville Downingtown Bypass	Active in PE Phase.
Chester	14581	US 1 Expressway, PA 896 - PA 41	Project being re-evaluated
Chester	14698	US 422, Berks Co. to Schuylkill River	Project being re-evaluated

Chester	15385	US 202 (Section 100 Design)(ES1)	Active in PE Phase.
Chester	16738	US 422, Chester County to Park Rd.	Not on the 2009 TIP..
Chester	47421	PA 41 Safety Improvements	Not on the 2009 TIP..
Chester	57659	French Creek Parkway	PE and FD are on the 2009 TIP.
Chester	57664	Newark Rd.	Not on the 2009 TIP..
Chester	59434	Schuylkill River Trail (Q20)	Active in PE Phase.
Chester	64494	US 202, Swedesford Rd. - Rt. 29 (Sec. 320 MainIn)	Active in FD Phase.
Chester	64498	US 202, Exton Bypass to Rt. 29 (Sec. 330-MainIn)	Active in FD Phase.
Chester	70240	US 30 Business	Project being re-evaluated
Delaware	14747	US 322 Final Design	Project being re-evaluated
Delaware	14822	PA 291/Industrial Highway	Project being re-evaluated
Delaware	14865	Edgemont Ave. at I-95	Project being re-evaluated
Delaware	15225	Ardmore Ave. Bridge over SEPTAand Cobbs Creek	Active in PE Phase.
Delaware	15251	US 1, Baltimore Pike	Project being re-evaluated
Delaware	15477	I-95 at Route 322 /Conchester Highway/Interchange	Project being re-evaluated
Delaware	57780	I-95/ Chester Waterfront Access	Active in FD Phase.
Delaware	69815	US 322, Environmental Mitigation	UTL and ROW are on the 2009 TIP
Delaware	69816	US 322, US 1 to Featherbed Lane	Project being re-evaluated
Delaware	69817	US 322, Featherbed Lane to I-95 (Cherry Tree Road	Project being re-evaluated
Delaware	70245	Chester City Access Improvements II	Active in FD Phase.
Delaware	79329	Bridgewater Rd Ext	Project being re-evaluated
Montgomery	16211	I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening	Active in FD Phase.
Montgomery	16214	Old York Road (PA 611) (Bridge)	Utl, ROW are on the 2009 TIP.
Montgomery	16334	PA 73, Church Road	Project being re-evaluated
Montgomery	16433	Pennsylvania Avenue	FD,ROW and CONSTR are on the 2009 TIP.
Montgomery	16438	Route 309 Connector Study	CONSTR is on the 2009 TIP
Montgomery	16476	PA 309,100:Church-Highland	Project was let 2003
Montgomery	16477	PA 309,101: Welsh-Highland	CONSTR is on the 2009 TIP
Montgomery	16479	PA 309,102:Cheltenham-Church	FD, UTL, ROW and CONSTR are on the 2009 TIP
Montgomery	16577	Ridge Pike, Butler Pike to Phila Line	Project being re-evaluated
Montgomery	16665	US 202 SB:Markley St. (500)	Project being re-evaluated
Montgomery	16731	US 202:PA 63-Route 309/463 (701)	Project let 2008
Montgomery	16738	US 422 Expressway Section M1B	Project being re-evaluated
Montgomery	48172	PA 23:Relocation	Project being re-evaluated
Montgomery	48175	Ridge Pike, Norristown Boro to Butler Pike (Pha I)	Not on the 2009 TIP..
Montgomery	48186	Pottstown Area Signal System Upgrade	Project being re-evaluated
Montgomery	48187	I-76 Ramps Phase 2 - Henderson/Gulph Road Widen	Not on the 2009 TIP..
Montgomery	57851	Plank/Otts/Meyers/Seitz Rds.	Project being re-evaluated
Montgomery	57858	Lafayette St. Extension	ROW is on the 2009 TIP
Montgomery	57864	Cowpath Rd./Godshall Rd./Broad St.	Project being re-evaluated
Montgomery	63486	US 202:Johnson-Swede (61S)	ROW is on the 2009 TIP

Montgomery	63490	US 202:Swede- Morris (61N)	ROW and CONSTR is on the 2009 TIP
Montgomery	63491	US 202: Morris - PA63 (65S)	CONSTR is on the 2009 TIP
Montgomery	63493	US 202: 5-Points Interchngange (71A)	CONSTR is on the 2009 TIP
Montgomery	64017	Sumneytown Pike	Project being re-evaluated
Montgomery	64026	US 202 Bypass/Hancock-Route 309(70A)	Not on the 2009 TIP..
Montgomery	64795	Rock Hill Rd./Belmont Ave.	FD is on the 2009 TIP
Montgomery	64796	US 422 / PA 363 Interchange	Project being re-evaluated
Montgomery	68064	I-76 West Ramps Phase1- Henderson/Gulph Road Widen	Project being re-evaluated
Montgomery	70197	US 422 (New) Exwy Bridge Over Schuylkill River	Project being re-evaluated
Philadelphia	17697	Island Ave. (Signals)	Project being re-evaluated
Philadelphia	17782	I-95 & Aramingo Ave., Adams Ave. Connector	Project being re-evaluated
Philadelphia	17816	Chestnut Street at 30th Street (Bridge)	PE,FD UTL, ROW are all on the 2009 TIP.
Philadelphia	17821	I-95:Shackamaxon-Ann St.	PE and FD are on the 2009 TIP.
Philadelphia	46956	North Delaware Ave. Extension	CONSTR is on the 2009 TIP
Philadelphia	46959	I-95-Design Review Manager	Project being re-evaluated
Philadelphia	47394	I-95:Levick St.-Bleigh	Project being re-evaluated
Philadelphia	47783	Bleigh to Academy	Project being re-evaluated
Philadelphia	47811	I-95:Bridge St. Ramps	Project being re-evaluated
Philadelphia	47812	I-95:Betsy Ross Interchngange	CONSTR is on the 2009 TIP
Philadelphia	47813	I-95: Ann-Wheatsheaf Ln.	Project being re-evaluated
Philadelphia	48195	Tyson Ave. (Signals)	Project being re-evaluated
Philadelphia	57276	Montgomery Avenue (Bridge)	FD is on the 2009 TIP
Philadelphia	57874	I-95/Vine St. Interchange	FD UTL and ROW are on the 2009 TIP
Philadelphia	58797	Haverford Ave. (Signals)	Project being re-evaluated
Philadelphia	62694	Passyunk Avenue Drawbridge	UTL ROW and CONSTR on the 2009 TIP.
Philadelphia	64844	30th Street Ramp (Bridge) - 3 Structures	FD, and UTL are on the 2009 TIP.
Philadelphia	69828	Market Street (2 Structures)	PE,FD UTL, ROW are all on the 2009 TIP.
Philadelphia	69913	Grays Ferry Ave. (Bridge)	PE,FD UTL, ROW are all on the 2009 TIP.
Philadelphia	70014	Center City Signal Improvement Project, Phase 3	Project being re-evaluated
Philadelphia	70231	Swanson Street	Project being re-evaluated

**DVRPC FY 2009
Transportation Improvement Program
for New Jersey and Pennsylvania**

**Transportation Enhancement,
Home Town Streets, and Safe
Routes to School Projects**



Delaware Valley Regional Planning Commission

FY2006 <==> Regional Selections by PennDOT for TE/HTS/SRS Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Funds		
77469	2005 Doylestown Borough Safe Routes to School	\$201,250
77471	AMTRAK Footbridge Repairs (Rosemont & W. Hinckley Avenues) (Ridley Park)	\$102,925
77474	Bicycle Education and Enhancement Program for Philadelphia School Students (BEEP)	\$286,556
77461	Broad Street Corridor Streetscape/Transportation Enhancement (Lansdale)	\$886,020
77455	Broad/Main/Front Streets Streetscape, Phase II (Quakertown)	\$482,755
77464	Chinatown Plaza (10th and Vine Streets) Revitalization	\$980,250
77457	Church Street Streetscape Project (West Chester)	\$849,052
77462	Collegetown Borough Main Street Revitalization Project - Phase II	\$522,950
77454	Enhancements by Effective Outdoor Advertising Control	\$57,500
77467	Fox Chase/Rockledge Streetscape Project Phase 3	\$977,500
77465	Frankford Avenue Improvement Plan	\$920,000
77463	Glenside Commercial District Streetscape and Traffic Calming (Phases II)	\$1,000,000
77451	Grays Ferry Avenue Streetscape Project	\$1,000,000
77472	Knowles Avenue Side Walk Installation and Pedestrian Underpass Project (Glenolden)	\$1,000,000
77450	Lansdowne Borough Gateway Park and Pedestrian/Bike Trail	\$368,000
77460	Lincoln Avenue Renaissance Project (Prospect Park)	\$632,500
77448	Lindenfield Pedestrian Bridge & Fairview Park Pedestrian Trail Projects (Chalfont)	\$411,441
77458	Lincoln Highway Streetscapes Project (Caln)	\$548,196
77452	Manayunk Canal Restoration	\$1,000,000
77466	Mid-East Girard Avenue Streetscape Project	\$1,000,000
77470	Operation Safe Kids (Schuylkill)	\$465,580
77453	Philadelphia Bicycle Ambassadors	\$360,000
77475	Philadelphia School Zone Safety Phase 2	\$1,000,000
77459	Phoenixville Streetscape Project	\$1,000,000
77473	Providence Road Pedestrian Project (Phase 2) (Upper Providence)	\$125,786
77456	Route 13 Redevelopment Project: Croydon Section (Bristol)	\$510,000
77449	Rt 13 Pedestrian Bridge Tulleytown Bucks County	\$690,000
77468	SR# 413 - Hometown Streets & Safe Routes to School- Phase 1 (Langhorne)	\$280,712
REGIONAL FUNDS SUBTOTAL		\$17,658,973
Regional FHWA HTS/SRS Statewide Discretionary Funds		
77476	Kennett Pike Bikeway	\$740,453
77485	Mill Creek Community Improvement Proj - Washington Elementary	\$1,125,000
77479	Roxborough Streetscape Improvement Project	\$977,500
77477	Schuylkill River Park and Trail Phase IIIB - North	\$900,000
77478	Schuylkill Trails - Bicycle and Pedestrian trail between University Avenue Bridge (DuPon	\$1,000,000
77540	Pedestrian Lighting: Baltimore Ave Phase I	\$575,000
80477	Benjamin Franklin Parkway Enhancement-Plaza and Park at Cherry Street	\$750,000
80478	JFK Clock at 30th Street Station	\$28,750
DISCRETIONARY FUNDS SUBTOTAL		\$6,096,703
FY2006 ROUND TOTAL		\$23,755,676
(FY2006) CUMULATIVE TOTAL		\$23,755,676

FY2005 <==> Regional Selections by PennDOT for HTS/SRS Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Funds		
72906	Afton Avenue Streetscape Improvements (Yardley)	\$861,500
72974	Anderson Avenue Bridge and Underpass Pedestrian and Streetscape Improvements	\$518,880
72907	Borough of Doylestown Safe Routes to School	\$200,000
72908	Broad and Main Street Streetscape (Quakertown)	\$426,055
72977	Germantown Ave/Butler Pike Pedestrian Walkway Improvements (Whitemarsh Township)	\$187,335
72996	City of Philadelphia School Crossing and School Zone Safety Improvements	\$1,000,000
72913	Commercial Business District Improvement Program (City of Chester)	\$922,300
72999	El Centro de Oro Streetscape Improvements (City of Philadelphia)	\$977,500
73011	Fox Chase-Rockledge Streetscape Project Phase 2	\$750,000
72978	Main Street Streetscape Improvements Phase III (Norristown)	\$529,840
72911	Phoenixville Streetscape project	\$1,000,000
72991	Plymouth Elementary Sidewalk Project	\$159,891
72992	Streetscape and Traffic Calming Improvements in the Glenside Commercial District	\$500,000
72912	West Grove Community Streetscape Project	\$1,000,000
73138	Woodland Avenue Streetscapes (University City)	\$530,420
REGIONAL FUNDS SUBTOTAL		\$9,563,721
Regional FHWA HTS/SRS Statewide Discretionary Funds		
72910	Coatesville Redevelopment Authority Third Avenue Train Station Connector Project	\$977,500
72909	Destination Doylestown Phase II	\$862,500
73012	Frankford Avenue Improvement Plan	\$920,000
73134	Gateway Revitalization Projects	\$920,000
73135	Germantown Avenue Streetscape Improvement Plan	\$800,000
73136	Mt. Airy Main Street Streetscape Improvement Project	\$936,100
73137	South Street Streetscape Project	\$1,000,000
72994	York Road (SR 263) Revitalization (Hatboro)	\$800,998
DISCRETIONARY FUNDS SUBTOTAL		\$7,217,098
FY2005 ROUND TOTAL		\$16,780,819
(FY2005, FY2006) CUMULATIVE TOTAL		\$40,536,495

FY2004 <==> Regional Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional	FHWA HTS/SRS Regional Funds	
71207	Bicycle Educ. & Enhance. Program (BEEP)	\$397,894
71195	Coatesville Train Station Rehab, Phase I	\$300,323
71206	Collegeville/Trappe Main Street Streetscape	\$679,526
71200	East Coast Greenway/Industrial Heritage Trail	\$700,000
71202	East Coast Greenway/Riverfront Imps., Phase II	\$517,500
71209	East Falls Reconnects, Phase I	\$677,760
71203	Flourtown-Erdenheim Community Gateway	\$190,900
71211	Fox Chase-Rockledge Enhancements	\$994,750
71213	Logan Square Landscaping	\$948,750
71201	New Hanover Bike/Ped Network, Phase I	\$160,425
71193	PA Bicycle Route L Realignment/Safety	\$230,000
71198	Park Road Trail	\$400,000
71204	Pottstown Pedestrian Underpass	\$260,000
71159	Rt. 13 Pedestrian Bridge	\$500,000
71197	Sadsbury Village Enhancement	\$436,250
71196	State Route 340 Connector Sidewalk	\$97,750
61703	Swarthmore Intermodal Trans. Imps.	\$354,200
71205	Tookany Creek Trail	\$315,347
71183	Washington Crossing Gateway Park	\$550,000
71210	West Bank Greenway/Phila. Zoo	\$904,625
61685	Wycombe Train Station Restoration	\$258,750
FY2004 ROUND TOTAL		\$9,874,750
(FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$50,411,245

FY2002 <==> Regional Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional	FHWA HTS/SRS Regional Funds	
65904	Broad Street Improvements (Doylestown)	\$601,000
65905	New Hope Cultural Canal Walk	\$316,000
65907	Sycamore Street Streetscape	\$1,517,000
65920	Delaware Canal Lock #11	\$1,148,000
61687	Restoration of historic Quakertown Reading Railroad Station	\$100,000
65902	Downingtown Ped/Bikeways (withdrawn in 2003)	\$0
65901	Lincoln Highway Enhancement Plan	\$525,000
50519	Phoenix Column Truss Bridge Rehab	\$300,000
65903	Park Road Pedestrian Bridge	\$608,000
65912	Riverwalk & East Coast Greenway	\$1,055,000
65923		
65911	Marcus Hook Streetscape	\$1,507,000
65914	Sharon Hill Train Station Rehab	\$342,000
65908	Business District Signage (Lower Merion)	\$345,000
65910	Ambler Streetscape & Train Station Landscaping	\$552,000
65909	Perkiomen Trail Phase III	\$1,000,000
65924	Controlling Outdoor Advertising	\$88,000
65922	East Coast Greenway in Southeastern PA	\$500,000
65915	Pennsylvania Ave. Improvements	\$960,000
60619	Kensington Depot Walkway	\$675,000
60619	Allen Lane Station	\$600,000
60619	Bike Racks for Buses	\$725,000
FY2002 ROUND TOTAL		\$13,464,000
(FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$63,875,245

FY2000 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
61685	Wycombe Train Station Restoration, Bucks County - R	\$208,250
61712	North Delaware Riverfront Greenway Project - R	\$500,000
REGIONAL FUNDS SUBTOTAL		\$708,250
Regional FHWA HTS/SRS Statewide Discretionary Funds		
61682	Old Route 13 Improvements	\$750,000
61686	Destination Doylestown	\$400,000
61687	Quakertown Train Station Restoration	\$594,000
61697	Rt 100 Ped. Overpass	\$288,000
61690	Uwchlan Trail Phase II	\$885,000
61695	Brandywine Historic Landmark	\$500,000
61703	Intermodal Trans Improvements	\$280,000
61701	Downtown Streetscape	\$1,041,000
61720	Share Road Campaign	\$375,000
61709	Ped/Bike Promenade	\$336,000
61705	Tookany Creek Trail, Phase 1	\$199,000
61707	Streetscape Improvement	\$550,000
61706	Ambler Gateway	\$208,000
61716	Island Ave Landscape	\$300,000
61713	Ped. Improvement Project	\$80,000
61717	Fairmount Waterwrks Dock	\$400,000
61714	Manayunk Canal Rest	\$454,000
61712	K & T Rail-With-Trail	\$500,000
DISCRETIONARY FUNDS SUBTOTAL		\$8,140,000
FY2000 ROUND TOTAL		\$8,848,250
(FY2000, FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$72,723,495

FY1999 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
50517	Falls Township Community Connector Trail System Tohickon Aqueduct Replacement	\$850,000
50518	Downingtown Streetscape	\$1,085,000
50519	Phoenix Column Truss Bridge Rehab	\$200,000
50763	Controlling Outdoor Advertising	\$110,000
50520	Sidewalks and Trail	\$344,000
50521	Schuylkill Lock Restoration	\$410,000
50523	Westbank Greenway Phase 2	\$1,500,000
50524	Bicycle Education Enhanc. Project (BEEP)	\$530,000
50522	Manayunk Recreation Path, Phase 2	\$800,000
FY1999 ROUND TOTAL		\$5,829,000
(FY1999, FY2000, FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$78,552,495

FY1996 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
	Knight Rd Br/Trail	
FY1996 ROUND TOTAL		\$0
(FY1996, FY1999, FY2000, FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$78,552,495

FY1994 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
13735	Newtown Trails #01	\$191,000
	Village Road Bikeway	
	Stafford Station	
14675	Chester Valley Trail 2	\$1,790,000
	Radnor Station Renovations	
	Covered Bridge Restoration	
	Schuylkill Trail	
	Allen Lane Station	
	Schuylkill River Bike/Ped Trail	
FY1994 ROUND TOTAL		\$1,981,000
(FY1994, FY1996, FY1999, FY2000, FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$80,533,495

FY1993 <==> Selections by PennDOT for TE Funding

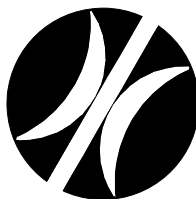
MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
	North Britain Ped/Bike Pathway	
	New Falls Road Bikeway	
	Pad/Bike Access	
	Commuter Parking	
	Delaware Canal Dredging	
	Reline Delaware Canal	
	Delaware Canal Improvements	
	Township Pathway Project	
	County Bridge # 28	
	Coatesville Train Station	
14663	Chester Valley Trail	\$2,240,000
17751	Fairmount Park Enhancements	\$720,000
	Logan Circle	
	26th Street Gateway II	
	Delaware River Gost Trolley	
	Overbrook Train Station	
	Germantown Ave Heritage Cor.	
17754	Schuylkill River Bike/Ped Trail	\$3,269,000
FY1993 ROUND TOTAL		\$6,229,000
(FY1993, FY1994, FY1996, FY1999, FY2000, FY2002, FY2004, FY2005, FY2006) CUMULATIVE TOTAL		\$86,762,495

Appendix A

Financial Guidance

PennDOT/ SEPTA

**DVRPC FY 2009 - 2012
Transportation Improvement Program
for New Jersey and Pennsylvania**



PENNSYLVANIA’S 2009 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PENNDOT.

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BACKGROUND

Ten years ago the first financial guidance was issued. It was a long and arduous process to achieve consensus and to agree to fiscally constrain the TIPs and STIP. The 2009 Financial Guidance reflects the changes and refinements that were made in each of the succeeding programs since 1999. In many ways the Financial Guidance for the 2009 Program update has been an even more daunting challenge. Significant uncertainties regarding SAFETEA-LU reauthorization, the financial health of the Highway Trust Fund, nearly \$1 billion per year of unmet state and local transportation infrastructure needs, an under-financed state and federal transit program, and new federal planning regulations combine together to make planning for the 2009 Program a challenging endeavor.

The Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

- A cooperative effort;
- A long-term strategic viewpoint;
- A Commonwealth perspective;
- Existing and readily available data;
- Statewide and regional needs-based decision-making;
- Responsiveness to near-term issues and priorities; and,
- Coordination with other agencies and initiatives.

The Financial Guidance Work Group reached consensus on draft financial guidance components at a May 1, 2007, meeting. A draft financial guidance document was subsequently circulated for comment to work group members. Where feasible, the work group comments have been incorporated into this document. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained from 2007 Financial Guidance.
- No changes have been made to existing funding formulas for funding distribution except to remove the SAFETEA-LU Safe Routes to School funding from the Transportation Enhancement allocation, and list the Federal Safe Routes to School funding as a statewide line item. This is necessary because of the need to solicit projects specifically meeting federal criteria for the Federal Safe Routes to Schools Program.
- A 4 percent revenue growth assumption for highway and bridge funds and a 2.67 percent growth assumption for transit funding, based on a 17 year review of annual federal funding increases since ISTEA has been included in the financial guidance. The revenue growth assumptions are applied only to federal funds; state funding is expected to remain relatively flat.
- A 4 percent annual inflation factor to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- Continuing to manage the Interstate Program at a statewide level.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2009 Transportation Program will include all federal and state capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 179, 183, and 185 funding for bridge capital projects, and all federal highway and bridge funding apportioned or allocated to the Commonwealth. All regionally significant capital projects within a region should be listed on the Program regardless of the type of funding.

State Appropriation 582 funding is used for highway maintenance activities and is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as the matching funds for Highway Restoration and Preservation projects, and in such cases will represent additional funding which is provided to a region. The decision to include any state Appropriation 582 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

The tables that are included in the appendices of this document include all federal funding (except earmarks and other discretionary programs) anticipated for the four-year period covered by this program. SAFETEA-LU legislation includes funding for federal fiscal years 2005 through 2009. Federal funding levels for FFY 2010 through FFY 2012 assume a 4 percent revenue growth rate based on historical federal funding levels over the past 17 years. The assumption of a 4 percent federal growth rate is consistent with the increases that Pennsylvania received from previous federal transportation authorizations. The assumption of a growth rate fulfills federal regulations which require that current TIPs and STIPs utilize "year of expenditure" accounting methods. This regulation takes effect on December 11, 2007.

FUNDING DISTRIBUTION

The distribution of federal funds follows previous formulas and policy decisions that were approved in conjunction with the 2007 Financial Guidance. Specifically, it continues to assume the practice of programming to the authorization level rather than a lower obligation level. It also retains current funding formulas and the Interstate Management Program. The only change to the distribution is to remove the Federal Safe Routes to School funds from the Transportation Enhancement funding allocation and hold it in a statewide line item. The distribution of the highway and bridge funding funding is as follows:

- **Economic Development** – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.

• **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.

• **Statewide Items** – reserve an average of \$33.9 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, Reflective Pavement Markers (RPMs), DCNR Bridges, and other related statewide line items.

• **Interstate Management Program** – the Interstate system will continue to be managed on a statewide basis. All Interstate Maintenance funds, as well as the portion of the NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, will be programmed centrally by the Department of Transportation in consultation with MPOs/RPOs. The priority for these funds will be for system preservation. Any capacity adding projects will be advanced through coordination with the MPO/RPO. The following data will comprise the criteria by which projects are selected:

- Mileage that is “out of cycle” for preventive maintenance, restoration or reconstruction. (That is, pavement that is past due for treatment).
- International Roughness Index
- Overall Pavement Index
- Rutting
- Ramps that are “out of cycle” for preventive maintenance, restoration, or reconstruction.
- Remaining Service Life
- Structurally Deficient Bridges
- Vertical Clearance issues

• **Discretionary Funding (Spike)** – twenty percent of the balance of highway funding (federal and state) will be reserved for distribution by the Secretary of Transportation in consultation with the State Transportation Commission, to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities such as structurally deficient bridges.

• **Highway Funding Formula (Federal and State)** – The remaining 80 percent will be distributed among the urban and rural areas based on those regions' population, lane miles, vehicle miles of travel and capital highway needs. The factors for highway funds distribution are based on the following formula: 30% (vehicle miles traveled, % of total) + 30% (lane miles, % of total) + 30% (population, % of total) + 10% (Maintenance Allocation – capital highway needs only, % of total).

• **Bridge Funding Formula (Federal and State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for bridge funds distribution is based on the following formula: 20% (square foot deck area of all bridges > 20', % of total) + 80%

(square foot deck area of structurally deficient bridges > 20', % of total). Bridge rehabilitation, replacement, and preservation remain a Department priority. The goal for the 2009 Program is to program 85 percent of available bridge funds on structurally deficient bridges.

- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula.
- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which take into account each region's air quality classification. These same factors will be used to distribute the funding to the planning regions.
- **Highway Safety Improvement Program (HSIP)** – funding will be allocated to planning regions based on lane miles, vehicle miles traveled, fatalities and reportable crashes. HSIP fund distribution is based on the following formula: 25% (lane miles, % of total) + 25% (vehicle miles traveled, % of total) + 25% (highway fatalities, % of total) + 25% (reportable crashes, % of total). Projects with HSIP funds must be included as part of an overall Department and FHWA approved Safety Program.
- **High Risk Rural Roads** – funding for this program will be distributed through the Highway Safety Improvement Program Formula and are subject to the same rules of inclusion on an overall Department and FHWA approved Safety Program.
- **STP-Transportation Enhancement** – funds will be distributed on the basis of population (80%) and land area (20%), with 20 percent reserved for the Secretary of Transportation's discretionary use. Ready-to-go Transportation Enhancement projects that exhaust the region's financial guidance allocation are guaranteed to be funded at the level at which they were originally approved for the Transportation Enhancement Program. Increases in cost and/or scope of work are the responsibility of the sponsor or region to either fund privately or from the region's existing TIP. No new statewide solicitation of Transportation Enhancement projects is anticipated during the 2009 Program cycle. Transportation Enhancement fund allocations included in this guidance are anticipated to be utilized for previously approved Transportation Enhancement projects that have not yet advanced to construction. In regions that have or will have advanced all previously approved Transportation Enhancement projects, funds made available under the 2009 Program may be utilized to consider additional projects.
- **Safe Routes to School** – funding for this program will be held in a statewide line item. This is a new federal SAFETEA-LU Program. It is anticipated that a solicitation for projects will coincide with the 2009 Program update. Distribution of the funds will be made at the time of solicitation and will continue to utilize the existing Transportation Enhancement allocation formula.
- **Rail/Highway Safety** – funding will be allocated to each region based on the number of grade crossings in the region, and the number of rail/highway crashes in the region (based on the most recent five year history). Rail/highway safety funding distribution is based on the following formula: 50% (# of grade crossings, % of total) + 50% (# of rail/highway crashes, % of total).

The following are categories of funding have limitations on how and where they may be used and will be considered as additional funds to the region.

- **Special federal funding (SXF)** – which is earmarked for specific projects in ISTEA, TEA-21, SAFETEA-LU and other federal legislation.
- **Federal Aid Interstate (FAI)** – funding which may only be used to complete eligible sections of Interstate highway defined in the most recent Interstate Cost Estimate.
- **Appalachia Development Highway (APD)** – funding which may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System Cost to Complete Estimate.
- **All Discretionary federal funding** – which the Commonwealth receives, such as Interstate Maintenance discretionary funding, Public Lands Highways discretionary funding, Forest Highways funding, Ferry Boat discretionary funding, and the like. The United States Secretary of Transportation and/or Congress determines the allocation of federal discretionary funding.
- **Act 44 Funding** – Annual state revenue provided under Act 44 of 2007 is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Four distribution formulas from Financial Guidance comprise the allotment of Act 44 funds to each region (Highway, Bridge, Safety, and CMAQ). Act 44 funds are directed to the Interstate Program consistent with the Financial Guidance. There is no additional set-aside to the Secretary’s discretionary fund, other than what it provided for in the legislation.

Act 44 funds are flexible in nature and may be used for bridges or highway and for capital or maintenance costs. However, funding must be restricted to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on state highways. Projects that improve safety and provide for operational improvements (such as ITS and traffic signal optimization) may also be included. Act 44 eligible activities include bridge preservation, bridge rehabilitation and replacement, maintenance force or contract resurfacing, roadway rehabilitation or reconstruction, as well as safety and operational improvements. “First call” for the use of these funds should be projects previously identified for their use. Other projects will be considered on a case by case basis. Act 44 funds may not be used for capacity adding (new lane construction) projects or for improving locally owned roadways.

Note that the tables in Appendix 2 show a division between state and federal funding for bridge and highway categories. It should be noted that the "Fed Hwy" column includes only federal funding and does not include matching funds. Likewise, the "Urban", "CMAQ", "SXF", "APD", and all other federal funding columns include only federal funds. Matching funds for these federal funds will come from the "Sta Hwy" column for those types of funding which qualify, and from the "Sta Bridge" column for the "Fed Bridge" funding category. Note that the “Sta Hwy” and “Sta Bridge” reflect the traditional Motor License Fund capital appropriations. State Act 44 funds are shown in a separate column. Local and private funds may also be used to match

state and federal funding. Local and private funding is not included in the tables, and can be considered additional funding above that which is shown. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

Program implementation will be dependent upon the actual federal obligation levels that are appropriated each year and the state funds included in the annual state budget. Because of this, the Program funding levels and implementation funding levels may differ.

The program will be fiscally constrained by year for each MPO and RPO. The tables that comprise the Appendices establish a region's annual funding constraint. PennDOT will work with MPOs and RPOs to assign projects and their associated funding to appropriate years based on a combination of project readiness and estimated funding availability.

Under new federal regulations the program will be developed using the "year of expenditure" approach. This requires that an inflation factor is taken into account during the project cost estimating process. For project estimating purposes, a 4 percent inflation factor should be used in calculations for each year of the TIP. That is, project funding will be arrayed over the program period consistent with the amount which will be needed (including inflation) in any given year.

Low cost, short duration project phases should generally have all of their costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will also require programming "carry in" costs for projects that are initiated prior to the beginning of the 2009 Program period (prior to October 1, 2008), and which will require funding during the 2009 Program period. All remaining project phases and costs must be included on a financially constrained long range plan.

The Pennsylvania Turnpike Commission receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991 and Act 3 of 1997, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the Turnpike Commission. The Turnpike Commission does implement projects that qualify for regular federal funds. If they desire to pursue regular federal funding, the Turnpike Commission will present their projects for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects should be included on regional TIPs as required by statewide planning regulations.

As noted earlier, all projects and phases of projects that are to be implemented in a region should be included in the Program, regardless of the type of funding to be used. Projects requiring cash flow beyond the TIP, or not fully funded on the TIP, must be listed in the region's Long Range Plan and on the 2nd and/or 3rd 4 years of the Twelve Year Program.

Note that the Final Rule on Statewide Transportation Planning and Metropolitan Transportation Planning, issued February 14, 2007, also requires that in air quality non-attainment and maintenance areas, projects included in the first two years of the STIP and TIP must be limited to those for which funds are “available” (dedicated state and federal) or “committed”. Funds which are listed on a STIP or TIP from sources that are not historically used for transportation purposes (including local and private funds) require a commitment in writing (letter of intent) by the responsible official or body having control of the funds.

DISTRIBUTION OF THE "SPIKE" FUNDING

The ultimate decisions with regard to the distribution of "spike" funding will be made by the Secretary of Transportation. Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations.

By January 25, 2008, each planning region will submit its draft program to the Secretary of Transportation. This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly indicate the level of additional funding which is needed to fully implement the draft program. The Secretary will evaluate all of the draft programs and will determine the distribution of the balance of "spike" funding by February 29, 2008.

BEST PRACTICES

Line items for betterments, bridge preventive maintenance, safety improvements and contingencies provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. Because the schedule for the development of the 2009 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all of the costs that will have to be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for any purpose is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding for transit improvements in Pennsylvania is a combination of federal, state, and local monies. Federal funding is provided through 2009 via SAFETEA-LU and its anticipated successor. Federal revenue growth assumptions of 2.67 percent have been factored in based on historical federal transit funding trends.

State funding is provided through the Public Transportation Trust Fund. In addition, state capital budget funding is released annually for capital improvements. As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding will be flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously.

Federal and state funding which is available for public transit programming is included in Appendices 4 through 6. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is completely restructured as provided for in Act 44 of 2007. Public transportation funds will be deposited into a Public Transportation Trust Fund. The previous General Fund sources are replaced with a dedicated portion of the Sales and Use Tax to ensure that transit programs have a reliable and growing source of funding. A table depicting the structure of Pennsylvania Public Transportation Trust Fund is included as Appendix 3. Act 44 establishes five major public transportation programs:

- Operating Program
- Capital Improvement Program (dedicated capital distributed by formula)
- Asset Improvement Program (discretionary capital)
- New Initiative Program
- Programs of Statewide Significance

Operating Program – Operating funds will be allocated among public transportation providers based on:

1. The operating assistance received in FY 2005-06 increased by a factor of 1.0506; and
2. The remaining funds in the Operating Account distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles and
 - d. Revenue vehicle hours.

The legislation also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development, and a single local match requirement—15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services.

Capital Improvement Program - A portion of the Public Transportation Trust Fund will be distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding. There is no local match for this program.

Asset Improvement Program – In addition to state bond funds, additional capital funds will be distributed to transit agencies based on their demonstrated need. Transit agencies will be required annually to submit a four and twelve year capital plan that coincides with their MPO/RPO's Transportation Improvement Program. The local match is established at 3 1/3 %.

New Initiatives Program – This is a new program that provides the framework to advance new or expansions of existing fixed guideway projects. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3 1/3 % of the state funding.

Programs of Statewide Significance Programs such as Persons with Disabilities, Welfare to Work, Job Access Reverse Commute, intercity bus and rail service, as well as technical assistance and demonstration projects, will be fully funded using a dedicated portion of the Public Transportation Trust Fund. The match requirements vary by program.

The funding in the transit tables is for planning purposes only. The actual state and federal funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes.

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft highway and bridge and transit programs to PennDOT by January 25, 2008. It is expected that all draft programs will be fiscally constrained at the time of submission. A separate document indicating additional priority projects that will not be able to advance due to fiscal constraint should accompany the draft program submission. The Secretary of Transportation will review the additional priority projects and determine the allocation of so-called "spike funds".

Appendix 1
Available Funds
2009 Financial Guidance
Highway and Bridge Funds - (\$000)

Highway Funds	2009	2010	2011	2012	Total
National Highway System	231,981	241,260	250,911	260,947	985,099
Surface Transportation Program	260,589	271,013	281,853	293,127	1,106,582
Interstate Maintenance	213,467	222,006	230,886	240,121	906,480
Equity Bonus	88,670	92,217	95,905	99,742	376,534
Subtotal - Fed. Hwy.	794,707	826,495	859,555	893,937	3,374,695
State Highway	277,731	277,634	275,155	272,589	1,103,109
Bridge Funds					0
Federal Bridge	460,591	479,015	498,175	518,102	1,955,883
State Bridge	194,108	195,512	195,932	196,356	781,908
Other Federal Funds					0
Cong. Mitigation/Air Quality	105,957	110,195	114,603	119,187	449,943
Safety	46,296	48,148	50,074	52,077	196,594
Safe Routes to Schools	6,279	6,530	6,791	7,063	26,664
Appalachian Development	103,415	107,552	111,854	116,328	439,148
Interstate Construction (FAI)	50,483	50,483	50,483	50,483	201,932
Total	2,039,567	2,101,564	2,162,622	2,226,122	8,529,875

*Apportionments Reflect 2% setaside for Statewide Planning

Federal and State funds
Subject to Distribution via Base Allocation Formulas - (\$000)

Funds	2009	2010	2011	2012	Total
STP	260,589	271,013	281,853	293,127	1,106,582
Plus Equity Bonus	88,670	92,217	95,905	99,742	376,534
Less Enhancements	27,996	29,116	30,280	31,492	118,884
Less Urban	85,536	88,958	92,516	96,216	363,226
Less Transit	25,000	25,000	25,000	25,000	100,000
Less Statewide	6,200	6,200	6,200	6,200	24,800
Less Spike (20%)	40,905	42,791	44,752	46,792	175,241
STP to Allocate	163,622	171,165	179,010	187,169	700,965
NHS	231,981	241,260	250,911	260,947	985,099
Less Spike (20%)	46,396	48,252	50,182	52,189	197,020
NHS to Allocate	185,585	193,008	200,729	208,758	788,079
State Highway	277,731	277,634	275,155	272,589	1,103,109
Less Econ. Develop.	25,000	25,000	25,000	25,000	100,000
Less Statewide	1,550	1,550	1,550	1,550	6,200
Less Spike (20%)	50,236	50,217	49,721	49,208	199,382
State Highway to Allocate	200,945	200,867	198,884	196,831	797,527
Total Federal and State Highway	550,151	565,040	578,622	592,757	2,286,571
Federal Bridge	460,591	479,015	498,175	518,102	1,955,883
Less Statewide Reserve	19,700	20,488	21,308	22,160	83,655
Federal Bridge to Allocate	440,891	458,527	476,868	495,942	1,872,228
State Bridge	194,108	195,512	195,932	196,356	781,908
Less Statewide Reserve	4,925	5,122	5,327	5,540	20,914
State Bridge to Allocate	189,183	190,390	190,605	190,816	760,994
Total Fed. + Sta. Bridge	630,074	648,917	667,473	686,758	2,633,222
Enhancements	27,996	29,116	30,280	31,492	118,884
Less Secretary's Reserve	5,599	5,823	6,056	6,298	23,777
Enhancements \$ to Allocate	22,397	23,293	24,224	25,193	95,107
Federal Safe Routes to School	6,279	6,530	6,791	7,063	26,664
Less Administrative Costs	80	80	80	80	320
Safe Routes to School to Alloc.	6,199	6,450	6,711	6,983	26,344
Urban to Allocate	85,536	88,958	92,516	96,216	363,226
CMAQ to Allocate	105,957	110,195	114,603	119,187	449,943
Rail/Hwy Crossings to Allocate	7,264	7,555	7,857	8,171	30,847
Safety to Allocate	46,296	48,148	50,074	52,077	196,594
Interstate Maintenance to Allocate	213,467	222,006	230,886	240,121	906,480
Appalachian Development to Allocate	103,415	107,552	111,854	116,328	439,148
Interstate Construction to Allocate	50,483	50,483	50,483	50,483	201,932
Act 44 Revenue	390,000	390,000	400,630	411,520	1,592,150
TOTAL FUNDS TO ALLOCATE	2,211,239	2,268,595	2,335,933	2,405,796	9,221,563

Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2009 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	Act 44 Revenue	TOTAL
Delaware Valley	0	38,402	36,875	39,532	58,730	30,549	42,255	9,860	40,231	1,031	5,833	79,896	383,194
Southwest Penna	0	36,127	34,955	37,473	100,822	52,406	20,785	9,041	24,334	1,682	4,579	81,889	404,095
Harrisburg	0	7,274	7,071	7,581	12,286	6,452	4,277	2,257	4,836	350	906	14,601	67,890
Scranton/WB	0	7,083	6,594	7,069	11,669	6,110	4,533	1,993	5,059	399	912	13,933	65,353
Lehigh Valley	0	7,200	6,939	7,439	12,050	6,296	6,501	2,042	5,502	285	917	13,727	68,899
Altoona	0	1,734	1,687	1,808	4,559	2,372	0	544	1,227	78	241	4,120	18,370
Johnstown	0	2,473	2,417	2,591	4,576	2,398	0	579	1,450	94	291	4,909	21,778
Centre County	0	2,091	2,058	2,207	2,198	1,158	0	609	1,290	69	309	3,849	15,838
Williamsport	0	2,083	2,028	2,175	3,651	1,931	0	614	0	48	299	3,949	16,777
Erie	0	3,573	3,471	3,721	4,394	2,303	0	1,012	2,668	293	490	6,901	28,825
Lancaster	0	6,233	6,087	6,526	10,558	5,546	3,849	1,678	4,472	379	782	12,101	58,210
York	0	5,092	4,899	5,252	4,982	2,606	0	1,467	3,627	366	647	9,304	38,242
Reading	0	5,000	4,897	5,250	11,407	5,942	2,823	1,514	3,550	182	631	10,463	51,658
Lebanon	0	1,606	1,565	1,678	1,681	881	0	521	1,143	194	212	3,155	12,637
SVATS	0	1,987	2,090	2,241	5,158	2,684	513	687	1,143	106	243	4,565	21,417
Total Urban	0	127,958	123,634	132,541	248,719	129,635	85,536	34,417	100,533	5,556	17,290	267,362	1,273,181
Northwest	0	5,854	5,622	6,027	12,503	6,513	0	1,642	0	229	708	10,352	49,450
Northcentral	0	5,612	5,391	5,779	20,244	10,459	0	1,525	792	378	851	11,932	62,964
Northern Tier	0	5,846	5,490	5,885	12,084	6,323	0	1,455	660	57	659	10,372	48,831
Southern Allegh.	0	5,240	5,163	5,535	14,753	7,676	0	1,506	0	144	617	10,628	51,262
NEPA	0	7,969	7,816	8,379	12,331	6,407	0	2,529	1,876	114	949	13,857	62,225
SEDA-COG	0	7,120	6,951	7,452	16,101	8,457	0	2,090	0	410	872	12,857	62,310
Adams	0	1,689	1,647	1,765	2,480	1,292	0	486	867	107	185	3,041	13,559
Franklin	0	1,953	1,909	2,046	2,745	1,429	0	646	1,229	270	266	3,665	16,157
Total Rural	0	41,283	39,988	42,869	93,241	48,556	0	11,879	5,424	1,708	5,107	76,705	366,760
Interstate Program	213,467	16,343	0	25,534	98,930	10,992	0	0	0	0	0	45,933	411,200
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,199	0	6,199
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	103,415
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	213,467	185,585	163,622	200,945	440,891	189,183	85,536	46,296	105,957	7,264	28,596	390,000	2,211,239

* SRTS = Federal Safe Routes to School

Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2010 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	39,938	38,575	39,284	61,079	30,680	43,945	10,254	41,841	1,072	6,066	79,896	392,631
Southwest Penna	0	37,573	36,566	37,239	104,855	52,632	21,617	9,403	25,308	1,750	4,762	81,889	413,592
Harrisburg	0	7,565	7,397	7,533	12,777	6,480	4,448	2,347	5,030	364	942	14,601	69,484
Scranton/WB	0	7,366	6,898	7,025	12,135	6,136	4,715	2,073	5,262	415	948	13,933	66,905
Lehigh Valley	0	7,488	7,259	7,393	12,532	6,324	6,761	2,124	5,722	296	954	13,727	70,580
Altoona	0	1,803	1,765	1,797	4,741	2,382	0	566	1,276	81	251	4,120	18,782
Johnstown	0	2,572	2,528	2,575	4,759	2,408	0	602	1,508	98	303	4,909	22,262
Centre County	0	2,175	2,153	2,193	2,286	1,163	0	633	1,341	72	321	3,849	16,186
Williamsport	0	2,166	2,122	2,161	3,797	1,939	0	638	0	50	310	3,949	17,133
Erie	0	3,716	3,631	3,697	4,569	2,313	0	1,052	2,775	305	509	6,901	29,469
Lancaster	0	6,482	6,368	6,485	10,980	5,570	4,003	1,746	4,650	394	813	12,101	59,591
York	0	5,296	5,124	5,219	5,181	2,618	0	1,526	3,772	381	673	9,304	39,093
Reading	0	5,200	5,123	5,217	11,863	5,968	2,936	1,575	3,692	189	656	10,463	52,880
Lebanon	0	1,670	1,638	1,668	1,748	885	0	542	1,189	202	220	3,155	12,916
SVATS	0	2,067	2,186	2,227	5,364	2,695	534	714	1,189	111	252	4,565	21,904
Total Urban	0	133,077	129,333	131,711	258,668	130,193	88,958	35,794	104,554	5,779	17,982	267,362	1,303,409
Northwest	0	6,088	5,881	5,989	13,004	6,541	0	1,708	0	238	736	10,352	50,537
Northcentral	0	5,836	5,640	5,743	21,053	10,504	0	1,586	824	393	885	11,932	64,397
Northern Tier	0	6,080	5,743	5,849	12,567	6,351	0	1,513	686	59	686	10,372	49,905
Southern Allegh.	0	5,450	5,401	5,500	15,343	7,709	0	1,567	0	150	642	10,628	52,389
NEPA	0	8,288	8,176	8,326	12,824	6,434	0	2,630	1,951	118	987	13,857	63,591
SEDA-COG	0	7,405	7,272	7,405	16,745	8,493	0	2,173	0	426	907	12,857	63,684
Adams	0	1,757	1,723	1,754	2,580	1,297	0	505	902	111	193	3,041	13,862
Franklin	0	2,031	1,997	2,033	2,855	1,435	0	672	1,278	281	276	3,665	16,523
Total Rural	0	42,935	41,832	42,601	96,971	48,765	0	12,354	5,641	1,776	5,311	76,705	374,890
Interstate Program	222,006	16,997	0	26,556	102,888	11,432	0	0	0	0	0	45,933	425,811
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,450	0	6,450
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	107,552
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	222,006	193,008	171,165	200,867	458,527	190,390	88,958	48,148	110,195	7,555	29,743	390,000	2,268,595

* SRTS = Federal Safe Routes to School

**Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2011 (\$000)**

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	41,536	40,343	38,598	63,522	30,639	45,703	10,664	43,514	1,115	6,309	82,074	404,017
Southwest Penna	0	39,075	38,242	36,588	109,049	52,561	22,481	9,779	26,320	1,820	4,953	84,121	424,989
Harrisburg	0	7,867	7,736	7,401	13,288	6,471	4,626	2,441	5,231	378	979	14,999	71,419
Scranton/WB	0	7,661	7,214	6,902	12,621	6,128	4,903	2,155	5,472	431	986	14,313	68,787
Lehigh Valley	0	7,787	7,592	7,264	13,034	6,315	7,031	2,209	5,951	308	992	14,101	72,584
Altoona	0	1,875	1,846	1,766	4,931	2,379	0	588	1,327	84	261	4,232	19,289
Johnstown	0	2,675	2,644	2,530	4,950	2,405	0	626	1,568	101	315	5,043	22,858
Centre County	0	2,262	2,252	2,155	2,377	1,161	0	658	1,395	75	334	3,954	16,623
Williamsport	0	2,253	2,219	2,123	3,949	1,937	0	664	0	52	323	4,057	17,576
Erie	0	3,865	3,797	3,633	4,752	2,310	0	1,094	2,886	317	530	7,089	30,272
Lancaster	0	6,741	6,660	6,372	11,419	5,562	4,163	1,815	4,836	409	845	12,431	61,255
York	0	5,508	5,359	5,128	5,388	2,614	0	1,587	3,923	396	700	9,558	40,161
Reading	0	5,408	5,358	5,126	12,337	5,960	3,053	1,638	3,839	197	682	10,748	54,345
Lebanon	0	1,737	1,713	1,639	1,818	884	0	563	1,236	210	229	3,241	13,270
SVATS	0	2,149	2,287	2,188	5,579	2,692	555	743	1,236	115	262	4,689	22,495
Total Urban	0	138,400	135,261	129,410	269,015	130,017	92,516	37,226	108,736	6,010	18,701	274,649	1,339,939
Northwest	0	6,332	6,151	5,884	13,524	6,533	0	1,776	0	247	766	10,634	51,846
Northcentral	0	6,070	5,898	5,643	21,895	10,490	0	1,650	857	409	920	12,257	66,089
Northern Tier	0	6,323	6,006	5,746	13,070	6,342	0	1,574	714	62	713	10,655	51,204
Southern Allegh.	0	5,668	5,649	5,404	15,956	7,699	0	1,629	0	156	667	10,918	53,747
NEPA	0	8,619	8,551	8,181	13,337	6,425	0	2,735	2,029	123	1,026	14,235	65,262
SEDA-COG	0	7,701	7,605	7,276	17,415	8,482	0	2,260	0	443	943	13,207	65,332
Adams	0	1,827	1,801	1,724	2,683	1,296	0	525	938	115	200	3,124	14,234
Franklin	0	2,112	2,088	1,998	2,969	1,433	0	699	1,329	292	288	3,765	16,973
Total Rural	0	44,652	43,749	41,856	100,850	48,699	0	12,848	5,867	1,847	5,523	78,796	384,688
Interstate Program	230,886	17,677	0	27,618	107,003	11,889	0	0	0	0	0	47,185	442,258
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,711	0	6,711
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	111,854
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	230,886	200,729	179,010	198,884	476,868	190,605	92,516	50,074	114,603	7,857	30,936	400,630	2,335,933

* SRTS = Federal Safe Routes to School

Appendix 2
Highway/Bridge Base Funding Allocations
FFY 2012 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	43,197	42,182	37,886	66,063	30,593	47,531	11,091	45,255	1,160	6,561	84,305	415,825
Southwest Penna	0	40,638	39,985	35,913	113,411	52,483	23,381	10,170	27,373	1,893	5,151	86,408	436,806
Harrisburg	0	8,182	8,089	7,265	13,820	6,461	4,811	2,539	5,440	394	1,019	15,407	73,426
Scranton/WB	0	7,967	7,543	6,775	13,126	6,119	5,099	2,242	5,691	449	1,026	14,702	70,738
Lehigh Valley	0	8,099	7,938	7,130	13,555	6,306	7,312	2,297	6,189	320	1,032	14,484	74,662
Altoona	0	1,950	1,930	1,733	5,128	2,376	0	612	1,380	88	271	4,347	19,814
Johnstown	0	2,782	2,764	2,483	5,148	2,402	0	651	1,631	106	328	5,180	23,474
Centre County	0	2,352	2,355	2,115	2,472	1,160	0	685	1,451	78	347	4,061	17,075
Williamsport	0	2,343	2,320	2,084	4,107	1,934	0	690	0	54	336	4,167	18,035
Erie	0	4,020	3,970	3,566	4,942	2,306	0	1,138	3,001	330	551	7,282	31,106
Lancaster	0	7,011	6,963	6,254	11,876	5,554	4,330	1,888	5,030	426	879	12,769	62,980
York	0	5,728	5,604	5,033	5,604	2,610	0	1,650	4,080	412	728	9,817	41,266
Reading	0	5,624	5,602	5,031	12,831	5,951	3,175	1,703	3,993	205	710	11,040	55,864
Lebanon	0	1,807	1,791	1,608	1,891	882	0	586	1,286	218	238	3,329	13,636
SVATS	0	2,235	2,391	2,147	5,802	2,688	577	773	1,286	120	273	4,817	23,108
Total Urban	0	143,936	141,426	127,024	279,775	129,824	96,216	38,715	113,086	6,250	19,449	282,115	1,377,816
Northwest	0	6,585	6,431	5,776	14,065	6,523	0	1,847	0	257	796	10,923	53,203
Northcentral	0	6,313	6,167	5,539	22,771	10,475	0	1,716	891	425	957	12,590	67,844
Northern Tier	0	6,576	6,280	5,640	13,593	6,333	0	1,637	742	64	742	10,944	52,550
Southern Allegh.	0	5,895	5,906	5,305	16,595	7,687	0	1,694	0	162	694	11,214	55,152
NEPA	0	8,964	8,940	8,030	13,871	6,416	0	2,844	2,111	128	1,067	14,622	66,993
SEDA-COG	0	8,009	7,952	7,142	18,112	8,469	0	2,350	0	461	981	13,566	67,042
Adams	0	1,900	1,884	1,692	2,790	1,294	0	546	976	120	208	3,209	14,618
Franklin	0	2,197	2,183	1,961	3,088	1,431	0	726	1,382	304	299	3,868	17,439
Total Rural	0	46,438	45,743	41,085	104,884	48,627	0	13,362	6,101	1,921	5,744	80,936	394,842
Interstate Program	240,121	18,384	0	28,723	111,283	12,365	0	0	0	0	0	48,468	459,344
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,983	0	6,983
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	116,328
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	50,483
Grand Total	240,121	208,758	187,169	196,831	495,942	190,816	96,216	52,077	119,187	8,171	32,176	411,520	2,405,796

* SRTS = Federal Safe Routes to School

Appendix 2
Highway/Bridge Base Funding Allocations
TOTAL FFY 2009-2012 (\$000)

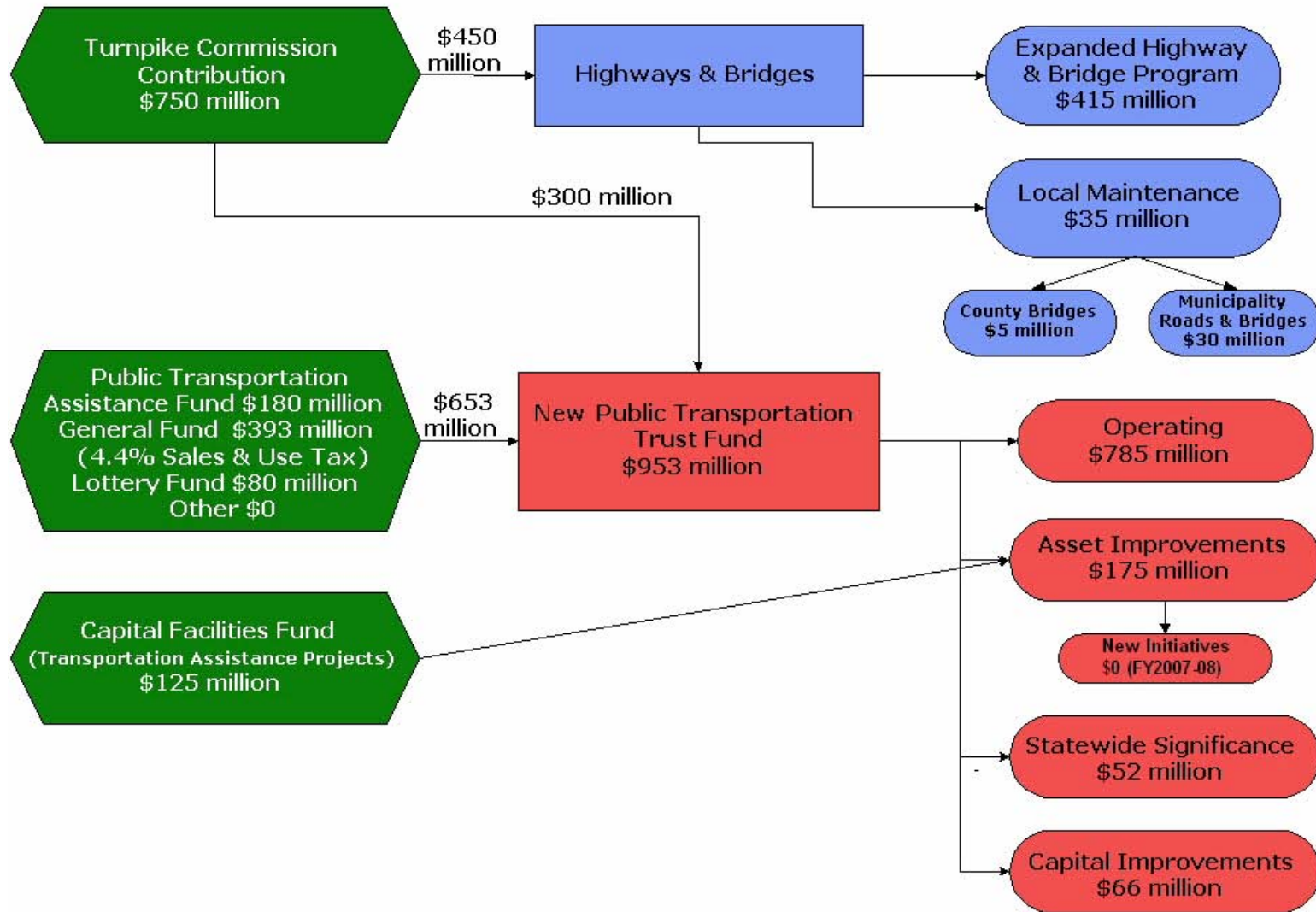
Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL
Delaware Valley	0	163,074	157,975	155,300	249,395	122,461	179,434	41,870	170,841	4,378	24,769	326,171	1,595,666
Southwest Penna	0	153,414	149,749	147,213	428,137	210,082	88,264	38,393	103,335	7,145	19,444	334,307	1,679,483
Harrisburg	0	30,888	30,293	29,780	52,171	25,864	18,161	9,584	20,538	1,486	3,845	59,608	282,218
Scranton/WB	0	30,077	28,248	27,770	49,551	24,492	19,251	8,463	21,485	1,694	3,872	56,881	271,783
Lehigh Valley	0	30,573	29,729	29,226	51,171	25,241	27,605	8,673	23,365	1,209	3,894	56,039	286,725
Altoona	0	7,362	7,227	7,105	19,359	9,509	0	2,310	5,210	331	1,023	16,819	76,254
Johnstown	0	10,503	10,353	10,178	19,433	9,613	0	2,459	6,156	398	1,237	20,041	90,373
Centre County	0	8,880	8,818	8,669	9,333	4,642	0	2,585	5,477	294	1,311	15,713	65,722
Williamsport	0	8,846	8,690	8,543	15,504	7,741	0	2,606	0	202	1,268	16,122	69,521
Erie	0	15,174	14,868	14,616	18,657	9,232	0	4,295	11,330	1,245	2,080	28,173	119,672
Lancaster	0	26,466	26,078	25,637	44,834	22,232	16,345	7,127	18,988	1,608	3,319	49,402	242,036
York	0	21,623	20,986	20,631	21,154	10,448	0	6,229	15,401	1,556	2,749	37,983	158,761
Reading	0	21,231	20,979	20,624	48,438	23,820	11,986	6,429	15,074	773	2,679	42,714	214,747
Lebanon	0	6,821	6,706	6,593	7,138	3,532	0	2,211	4,854	824	899	12,880	52,459
SVATS	0	8,438	8,954	8,802	21,903	10,759	2,179	2,917	4,853	452	1,030	18,636	88,924
Total Urban	0	543,370	529,654	520,686	1,056,177	519,668	363,226	146,152	426,909	23,595	73,422	1,091,488	5,294,346
Northwest	0	24,859	24,084	23,676	53,096	26,110	0	6,974	0	971	3,006	42,261	205,038
Northcentral	0	23,831	23,095	22,704	85,964	41,929	0	6,477	3,364	1,606	3,613	48,711	261,295
Northern Tier	0	24,824	23,519	23,121	51,313	25,349	0	6,178	2,802	243	2,800	42,343	202,491
Southern Allegh.	0	22,253	22,119	21,745	62,646	30,771	0	6,396	0	611	2,620	43,388	212,550
NEPA	0	33,839	33,483	32,916	52,364	25,682	0	10,738	7,967	482	4,030	56,571	258,072
SEDA-COG	0	30,235	29,780	29,275	68,374	33,901	0	8,873	0	1,741	3,702	52,487	258,368
Adams	0	7,173	7,054	6,935	10,532	5,178	0	2,063	3,683	452	786	12,416	56,274
Franklin	0	8,293	8,177	8,038	11,658	5,728	0	2,743	5,217	1,146	1,129	14,964	67,092
Total Rural	0	175,308	171,311	168,410	395,946	194,648	0	50,443	23,033	7,252	21,686	313,142	1,521,180
Interstate Program	906,480	69,401	0	108,431	420,104	46,678	0	0	0	0	0	187,519	1,738,614
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	26,344	0	26,344
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	439,148
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	201,932
Grand Total	906,480	788,079	700,965	797,527	1,872,228	760,994	363,226	196,594	449,943	30,847	121,451	1,592,149	9,221,562

* SRTS = Federal Safe Routes to School

Appendix 3

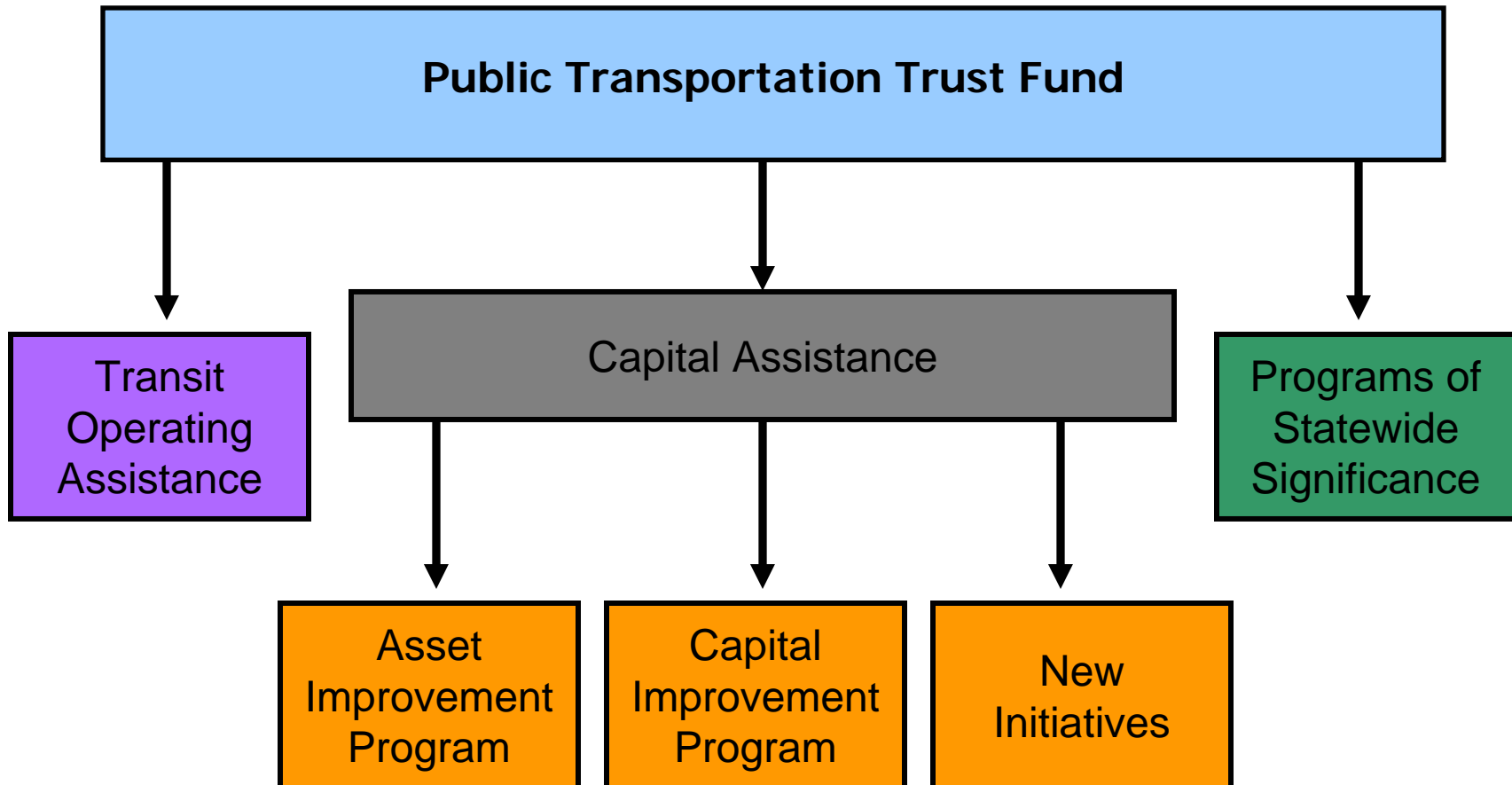
Act 44 of 2007

Flow of Funds Chart Fiscal Year 2007 - 2008



Act 44 of 2007

Public Transit Funding



**Appendix 5
State Transit Funds**

Estimated Annual Funding (\$000) 2009-2012

	OPERATOR	Asset Improvement		Capital Improvement	Operating Assistance	Total
		Bond	Discretionary			
URBAN	SEPTA	84,000	0	49,233	508,623	641,856
	PAAC	30,000	0	11,504	183,020	224,524
	AMTRAN -- Blair	0	0	119	2,303	2,422
	BARTA -- Berks	0	0	437	5,860	6,297
	BCTA -- Beaver	0	0	107	2,353	2,460
	Capitol Bus	0	0	1	118	119
	CAT -- Dauphin	0	0	380	5,361	5,741
	CATA -- Centre	0	0	1,022	2,815	3,837
	CCTA -- Cambria	0	0	216	4,378	4,594
	COLTS -- Lackawanna	0	0	314	5,828	6,142
	EMTA Erie	0	0	421	5,759	6,180
	Fayette County	0	0	18	486	504
	HPT -- Hazleton	0	0	41	1,490	1,531
	LANTA -- Lehigh-Northampton	0	0	883	9,701	10,584
	LCTA -- Luzerne	0	0	237	4,465	4,702
	COLT -- Lebanon	0	0	39	1,207	1,246
	MMVTA -- Mid Mon Valley	0	0	57	1,880	1,937
	Pottstown	0	0	42	824	866
	RRTA -- Lancaster	0	0	335	3,700	4,035
	SVSS -- Shenango Valley	0	0	20	634	654
	Washington	0	0	7	912	919
	WBT -- Williamsport	0	0	206	2,882	3,088
	WCTA -- Westmoreland	0	0	44	1,345	1,389
	YCTA -- York	0	0	251	3,052	3,303
	Unallocated	5,000	0	0	0	5,000
	Urban Total	119,000	0	65,933	758,996	943,929
RURAL	ATA	0	0	54	2,683	2,737
	BCTA -- Beaver	0	0	3	200	203
	BTA -- Butler	0	0	24	514	538
	Carbon	0	0	2	201	203
	CATA -- Crawford	0	0	25	417	442
	CCTA -- Cambria	0	0	18	1,325	1,343
	DUFAST	0	0	10	390	400
	EMTA -- Endless Mtns.	0	0	19	461	480
	ICTA -- Indiana	0	0	37	854	891
	MCTA -- Monroe	0	0	34	1,485	1,519
	Mid-County -- Armstrong	0	0	9	430	439
	Mt. Carmel	0	0	10	245	255
	NCATA -- New Castle	0	0	182	3,239	3,421
	STS -- Schuylkill	0	0	42	1,128	1,170
	TAWC -- Warren	0	0	11	440	451
	VCTO -- Venango	0	0	10	223	233
	WCTA -- Westmoreland	0	0	13	799	812
	YCTA -- York	0	0	9	288	297
	Unallocated	0	0	0	0	0
	Rural Total	0	0	512	15,322	15,834
Reserve	6,000	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	50,000	0	0	50,000	
GRAND TOTAL	125,000	50,000	66,445	774,318	1,015,763	

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2009				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,129		261	180	8,570
Altoona*	1,161		94	51	1,307
Erie*	3,414		204	125	3,742
Harrisburg***	5,329	1,330	143	109	6,910
Hazleton*	662		57	37	756
Johnstown*	1,639		86	53	1,777
Lancaster**	3,979		131	93	4,203
Lebanon*	884		56	35	976
Monessen*	1,515		61	45	1,621
Philadelphia***	151,628	113,138	2,622	1,828	269,217
Pittsburgh***	38,482	22,109	909	642	62,142
Pottstown*	836		41	42	919
Reading**	2,951		131	84	3,166
Scranton/Wilkes-Barre***	4,319		232	150	4,701
Sharon*	4,059		264	145	4,467
State College*	2,263		106	38	2,408
Uniontown-Connellsville*	993		87	44	1,124
Williamsport*	1,825		69	39	1,934
York	2,701		145	111	2,958
TOTALS	236,771	136,576	5,698	3,852	382,897

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2010				
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown- Bethlehem***	8,346	0	268	185	8,799
Altoona*	1,192	0	97	53	1,342
Erie*	3,505	0	209	128	3,842
Harrisburg***	5,472	1,365	146	111	7,094
Hazleton*	680	0	58	38	776
Johnstown*	1,683	0	88	54	1,825
Lancaster**	4,086	0	135	95	4,316
Lebanon*	908	0	57	36	1,002
Monessen*	1,555	0	63	46	1,664
Philadelphia***	155,677	116,159	2,692	1,877	276,405
Pittsburgh***	39,509	22,699	933	659	63,801
Pottstown*	858	0	42	43	944
Reading**	3,030	0	134	87	3,251
Scranton/Wilkes- Barre***	4,434	0	238	154	4,826
Sharon*	4,167	0	271	148	4,586
State College*	2,324	0	109	39	2,472
Uniontown- Connellsville*	1,019	0	89	46	1,154
Williamsport*	1,874	0	71	40	1,985
York	2,773	0	149	114	3,037
TOTALS	243,093	140,223	5,850	3,955	393,121

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	FY 2011				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	8,569	0	275	190	9,034
Altoona*	1,224	0	99	54	1,378
Erie*	3,599	0	215	132	3,945
Harrisburg***	5,618	1,401	150	114	7,284
Hazleton*	698	0	60	39	797
Johnstown*	1,728	0	90	55	1,874
Lancaster**	4,195	0	139	98	4,431
Lebanon*	932	0	59	37	1,028
Monessen*	1,597	0	64	48	1,709
Philadelphia***	159,833	119,261	2,763	1,927	283,785
Pittsburgh***	40,564	23,305	958	677	65,504
Pottstown*	881	0	44	44	969
Reading**	3,111	0	138	89	3,338
Scranton/Wilkes-Barre***	4,553	0	245	158	4,955
Sharon*	4,278	0	278	152	4,709
State College*	2,386	0	112	40	2,538
Uniontown-Connellsville*	1,046	0	92	47	1,185
Williamsport*	1,924	0	73	42	2,038
York	2,847	0	153	117	3,118
TOTALS	249,583	143,967	6,006	4,061	403,617

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit Urban Area	FY 2012				
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown- Bethlehem***	8,798	0	282	195	9,275
Altoona*	1,257	0	102	55	1,414
Erie*	3,695	0	220	135	4,050
Harrisburg***	5,768	1,439	154	117	7,478
Hazleton*	716	0	61	40	818
Johnstown*	1,774	0	93	57	1,924
Lancaster**	4,307	0	142	100	4,549
Lebanon*	957	0	61	38	1,056
Monessen*	1,639	0	66	49	1,754
Philadelphia***	164,101	122,445	2,837	1,979	291,362
Pittsburgh***	41,647	23,927	984	695	67,253
Pottstown*	905	0	45	45	995
Reading**	3,194	0	141	91	3,427
Scranton/Wilkes- Barre***	4,674	0	251	162	5,088
Sharon*	4,393	0	285	157	4,835
State College*	2,450	0	115	41	2,606
Uniontown- Connellsville*	1,074	0	94	48	1,217
Williamsport*	1,976	0	75	43	2,093
York	2,923	0	157	120	3,201
TOTALS	256,247	147,811	6,166	4,169	414,394

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 6
2009 Financial Guidance
Federal Transit Funding 2009-2012 (\$000)

Federal Transit	Total FY 2009 - FY 2012				
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	33,843	0	1,085	750	35,678
Altoona*	4,835	0	392	213	5,440
Erie*	14,212	0	848	520	15,579
Harrisburg***	22,186	5,535	593	452	28,766
Hazleton*	2,756	0	235	155	3,147
Johnstown*	6,824	0	356	219	7,400
Lancaster**	16,566	0	547	386	17,499
Lebanon*	3,681	0	233	148	4,061
Monessen*	6,307	0	254	188	6,748
Philadelphia***	631,239	471,003	10,914	7,611	1,120,767
Pittsburgh***	160,202	92,040	3,785	2,673	258,700
Pottstown*	3,480	0	172	174	3,826
Reading**	12,287	0	544	351	13,182
Scranton/Wilkes-Barre***	17,980	0	967	624	19,570
Sharon*	16,897	0	1,097	602	18,597
State College*	9,423	0	441	159	10,023
Uniontown-Connellsville*	4,133	0	363	185	4,680
Williamsport*	7,599	0	287	164	8,051
York	11,246	0	605	463	12,314
TOTALS	985,694	568,578	23,719	16,038	1,594,029

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 7
2009-2012 Federal and State Transit Funding by Region
(\$000)

Region	2009			2010			2011			2012		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	270,135	642,722	912,857	277,348	642,722	920,070	284,753	642,722	927,475	292,356	642,722	935,078
Southwest Penna	64,887	235,715	300,601	66,619	235,715	302,334	68,398	235,715	304,113	70,224	235,715	305,939
Harrisburg	6,910	5,860	12,770	7,094	5,860	12,954	7,284	5,860	13,144	7,478	5,860	13,338
Scranton/WB	5,457	12,375	17,831	5,603	12,375	17,977	5,752	12,375	18,127	5,906	12,375	18,280
Lehigh Valley	8,570	10,584	19,154	8,799	10,584	19,383	9,034	10,584	19,618	9,275	10,584	19,859
Altoona	1,307	2,422	3,729	1,342	2,422	3,764	1,378	2,422	3,800	1,414	2,422	3,836
Johnstown	1,777	5,937	7,714	1,825	5,937	7,762	1,874	5,937	7,811	1,924	5,937	7,861
Centre County	2,408	3,837	6,245	2,472	3,837	6,309	2,538	3,837	6,375	2,606	3,837	6,443
Williamsport	1,934	3,088	5,022	1,985	3,088	5,073	2,038	3,088	5,126	2,093	3,088	5,181
Erie	3,742	6,180	9,922	3,842	6,180	10,022	3,945	6,180	10,125	4,050	6,180	10,230
Lancaster	4,203	4,035	8,238	4,316	4,035	8,351	4,431	4,035	8,466	4,549	4,035	8,584
York	2,958	3,303	6,261	3,037	3,303	6,340	3,118	3,303	6,421	3,201	3,303	6,504
Reading	3,166	6,297	9,463	3,251	6,297	9,548	3,338	6,297	9,635	3,427	6,297	9,724
Lebanon	976	1,246	2,222	1,002	1,246	2,248	1,028	1,246	2,274	1,056	1,246	2,302
SVATS	4,467	654	5,121	4,586	654	5,240	4,709	654	5,363	4,835	654	5,489
Total Urban	382,897	944,254	1,327,152	393,121	944,254	1,337,375	403,617	944,254	1,347,871	414,394	944,254	1,358,648
Northwest	0	1,487	1,487	0	1,487	1,487	0	1,487	1,487	0	1,487	1,487
Northcentral	0	3,217	3,217	0	3,217	3,217	0	3,217	3,217	0	3,217	3,217
Northern Tier	0	891	891	0	891	891	0	891	891	0	891	891
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0
NEPA	0	1,093	1,093	0	1,093	1,093	0	1,093	1,093	0	1,093	1,093
SEDA-COG	0	3,421	3,421	0	3,421	3,421	0	3,421	3,421	0	3,421	3,421
Adams	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	400	400	0	400	400	0	400	400	0	400	400
Total Rural	0	10,509	10,509	0	10,509	10,509	0	10,509	10,509	0	10,509	10,509
Unallocated	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000	0	5,000	5,000
State Bond/Act 3	0	6,000	6,000	0	6,000	0	0	6,000	0	0	6,000	0
Federal Sec. 5311	20,427	0	20,427	20,972	0	20,972	21,532	0	21,532	22,107	0	22,107
Grand Total	382,897	965,763	1,348,661	393,121	965,763	1,352,884	403,617	965,763	1,363,380	414,394	965,763	1,374,157

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

Appendix 8

Project Cost Estimating & Year of Expenditure

In general, there are key principles that should be adhered to when preparing a program cost estimate at any stage of a project. It is important that care is taken to present an achievable estimate even in the early stages of the project.

Project cost estimates are central to establishing the basis for key project decisions, for establishing the metrics against which project success will be measured and for communicating the status of a project at any given point in time. Logical and reasonable cost estimates are necessary in maintaining public confidence and trust throughout the life of a project.

Careful attention must be provided when preparing cost estimates for projects. This guidance is intended to assist Planning Partners and PennDOT Districts, and other sponsoring agencies with ensuring that all program cost estimates are prepared using sound practices that result in logical and realistic initial estimated costs of the projects, providing a more stable cost estimate throughout the project continuum.

Year-of-Expenditure Dollars: After the cost estimate is prepared, it should be expressed in year-of-expenditure dollars if there are multiple construction contracts. This can be done by assigning an inflation rate per year to the proposed midpoint of construction. Make certain that the selected year-of-expenditure reflects a realistic scenario, taking into account project planning and development durations, as well as construction. Inflation rates may be different for specific cost elements (e.g. construction vs. right-of-way). Clearly specify how inflation is considered in the estimate and clearly state that the estimate is expressed in year-of-expenditure dollars. This can be done on a per project basis or documented in the cost estimate methodology that accompanies the individual TIPs and STIP. Consider multiple sources for determining the inflation rate, including nationwide and local references. Include consideration of any locality-specific cost factors that may reflect a growth rate significantly in excess of the inflation rate, such as land acquisition costs in highly active markets.

Basis of a Cost Estimate: Estimates should be developed using the best information available. When preparing any estimate, engineering judgment must be applied. For example, bid based estimating is only good if the historic prices are for similar work and similar sized projects. Engineering judgment must also be applied to any assumption made.

For additional information of project cost estimating to the FHWA web link:

<http://www.fhwa.dot.gov/programadmin/mega/cefina/cfm>

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Adams RPO:						
US 15/30 Interchange	58136				1,000	
US 15/30 Interchange	58136				500	
US 15 Bridge PM	69127				575	
US 30 Passing Lanes	18136				6,625	
Harrisburg Street Bridge	18112				430	
US 15, Blue Gray Highway PM	63336					6,000
Baltimore Pike & King St.	68581				1,425	
Baltimore Pike I	50549			1,200		
Adams RPO Subtotal:		0	0	1,200	10,555	6,000
Altoona MPO:						
9th Ave Extension	62166			1,000		
7th Street Bridge	21758			2,000		
Plank Road Widening ** (and MPMS 22146)	22147	17,200				
Bellwood Road (and MPMS 21840 & 21841)	21969	6,750				
Convention Center	50674	11,377				
Park Ave Widening	22150	3,650				
US 22 Truck Climbing Lane					3,514	
Altoona MPO Subtotal		38,977	0	3,000	0	0
Centre MPO						
I-80 Preventive Maintenance	77025					7,000
I-80/Yarnell - Bellefonte	3140		27,000	12,279	23,900	
Center St Extend	3075			650		
Center St Extend	3075			4,000		
Connection to 9th St.	3074			1,100		
Connection to 9th St.	3074			1,071		
220 Reloc (A10) Bridges	49035			5,500		
Viaduct Bridges	3137	6,000	6,000			
US 220/I-99 (MPMS 57556/2750/3204)	Var		36,813			
PA 26 @ Whiterock Bridge	49309		800			
Centre MPO Subtotal		6,000	70,613	24,600	23,900	7,000
DVRPC:						
US 202 (310) - Overhead Bridges	64493			10,000		
I-95 Pre-Cast Parapets	67756				10,000	5,000
I-76 Pre-Cast Parapets	67762					5,000
South Street Bridge	17724				25,000	
US 202: Swedesford to PA 29 *	16731					20,000
SR 1058 Connector (to PA 309)	16438					20,000
I-95 (GIR)	17821					20,000
French Creek Parkway	57659				8,000	
PA 29 Phase III	70227				1,900	
I-95 Recon, Bleigh-Academy	47783		20,000			
US 202, Sec 600 Phase I	16755	10,000	24,000			
DVRPC Subtotal		10,000	44,000	10,000	44,900	70,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP Allocation Amount	2001 STIP Allocation Amount	2003 STIP Allocation Amount	2005 STIP Allocation Amount	2007 STIP Allocation Amount
Erie MPO:						
Asbury & 12th/Penin & 26th	68272				1,000	
Asbury & 26th/Penin & 12th	68271				3,000	
Asbury Road Widening/Inter.	68274					2,500
East Side Access #4	1240	2,000	37,036	7,000		
East Side Access #3	1239	1,000	5,000	16,000		
East Side Access #2	1238			14,300		
Nagle Road	1069	9,300				
I-79, Sec A01	949	25,000				
Erie MPO Subtotal		37,300	42,036	37,300	4,000	2,500
Fayette County						
Blunt Ends	30033	180				
982/31 Laurelville I/S		1,300				
Fayette County		1,480	0	0	0	0
Franklin County:						
Rt. 997 Bridge	19346	890	4,500			
I-81 Restoration	50969		5,910			
US Rt. 30 East Widening	19389	8,121	7,840		4,869	
Boyer Mill Rd. Br.	19348	871				
SR 4002 Conocheague Br	19324	893				
Kriner Road Bridge	19270	1,450				
I-81: Scotland Reconstruction	19363		33,945			
Franklin County Subtotal		12,225	52,195	0	4,869	0
Harrisburg MPO:						
US15/PA 581 Improvements	18511	2,500	100	5,000		19,400
PA 743 Realignment	63284		3,000			
US 22 Safety Corridor	19023	6,650				
Capital Beltway ITS West	70336				400	
Capital Beltway ITS West	70336				2,600	
PA 283 RECON 4	19072			5,000		
US 11/15 Archaeology	20553	42,132	3,900			
Lisburn Road	18184	17,060				
Hershey Highway	19024	1,584				
I-83 Ramps at PA 114		5,950				
Harrisburg MPO Subtotal		75,876	7,000	10,000	3,000	19,400
Johnstown MPO:						
PA 56 Intown Expressway	22547			700		4,000
PA 56/US 219 Interchnng Bldgs	22581			700		
Kernville Viaduct	22320	4,479				
Pergim Hill Rd (\$ from Elton Rd.)***	22643	2,942				
Elton Rd	22325	1,800				
Carrolltown I/S	22515	390				
Bridge Approach Ends		200				
Belmont/Bentwood I/S		500				
Johnstown MPO Subtotal		10,311	0	1,400	0	4,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Lancaster MPO:						
PA 272 Willow St. Pike PM	63371			10,000		
Eby Chiques Rd. Bridge	19997				880	
US 222 PM-2	75766					7,400
US 30 Widening - East	20069	19,792	6,100			
US 30 Widening - West	20067	30,000				
PA 772 and Horseshoe Rd	20033	550				
Wetland Banking	50223	990				
Lancaster MPO Subtotal		51,332	6,100	10,000	880	7,400
Lebanon MPO						
Schaefferstown Bypass	20215			7,000		
9th/10th St. Bridges	20400					4,000
I-81 Reconstruction	20381	7,932	30,394	32,797		
Lebanon County Subtotal		7,932	30,394	39,797	0	4,000
Lehigh Valley MPO:						
Rt. 412 Improvement	12327		2,000	5,000	5,000	
Rt. 33/PA 512 I/C	12187	7,959			7,699	
American Parkway	11443			5,000	3,000	
Freemansburg					125	
PA 145 Safety Project	11237					8,500
Route 222 Trexlertown	11440	26,507				
Route 222 Trexlertown II	11613	16,200				
Route 33 South Const.	12166	13,593				
Jordan Park Widening	11483	4,700				
Rt. 309/Rt. 873 I/S	11491	1,900				
Franks Corner I/S	12183	1,400				
Rt. 309/Sand Spring Rd I/S (SR 4010)		2,000				
Saucon Valley Road. 2	1143	3,815				
Lehigh Valley MPO Subtotal		78,074	2,000	10,000	15,824	8,500
NEPA RPO						
Marshalls Creek	11796		11,253		15,500	
Hauto Industrial Park	65121					1,750
Hauto Industrial Park	65121					500
Hauto Industrial Park	65121					4,000
PA 33/I-80 Realignment	74499				3,000	
I-80 Corridor Study	65033			3,600		
NEPA RPO Subtotal		0	11,253	3,600	18,500	6,250
North Central RPO						
Airport Access Road Ph 2	26075				5,000	
Bradford Bypass	4480			2,600	15,000	
I-80 EB/WB	3346		639	10,311		
Johnsonburg Bypass	4004		11,361			6,000
North Central RPO Subtotal		0	12,000	12,911	20,000	6,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Northern Tier RPO						
Lawrenceville Paving	68707				8,000	
Interstate Bridges	75917					2,000
Lawrenceville Bridges (22C)	68706				13,900	
N. Blossburg - Mansfield	7068			1,900		
Tioga - Tioga Junction	7074			2,242		
Lawrenceville Bypass	7075		38,479	9,072		
N. Blossburg - Mansfield Bridges	61988			265		
Lawrenceville PA 49 Widening	63215			537		
Northern Tier RPO Subtotal		0	38,479	14,016	21,900	2,000
Northwest RPO:						
Sportsmans Tavern Curve	2277			2,000		
Crawford I-79 Reconstruction	58379	8,177				
SR 3001/DB1: Superstructure Replacement	68680				250	
Northwest RPO Subtotal		8,177	0	2,000	250	0
Reading MPO:						
PA 183/US 222 Interchange	47070				2,500	
PA 183/US 222 Interchange	47070				2,500	
W. Shore Bypass Restoration	10976				7,800	
Interstate 78 (12M)	10466			10,000		
Warren St. Ext South	10601	16,041				
Lancaster Pike	10319	50,000	15,831			
Reading MPO Subtotal		66,041	15,831	10,000	12,800	0
Scranton/Wilkes-Barre						
Coal Street Realignment	9223				6,000	
Exit 51 Reconst	8162		2,500	5,170		
Mill Creek Bridge (SR 2035)	8742			1,780		
PA 315 Corridor Hwy	8993			1,700		
Shoemaker and 8th St	9243			1,350		
Carey Ave. Bridge	8782		2,500			
Scranton/Wilkes-Barre Subtotal		0	5,000	10,000	6,000	0
SEDA COG RPO						
Lock Haven Bypass	3817			6,000	5,000	
SR 4006 Bridge Replacement	76497				600	
C.S.V.T. ****	7588	14,029				
C.S.V.T. ****	7588			6,000		
Lewistown Narrows	4648			15,000		
PA 54 Climbing Lanes	6643	7,140				
PA 147 Climbing Lanes	6550	5,000				
Cameron Bridge Bypass	46944	680	420			
2 on 4 (PA 147 - all phases)	6769	13,740				
Lewistown Bypass (and MPMS 4663)	47923	74,756		4,000		
Lewistown Narrows Interchange	64878			1,000		
Widen Lewisburg	7538	2,058				
I-80 W. I-180-MP 214	6742	9,600		5,131		
Clinton County Industrial Access Rd.	3841	200				
Danville River Approach	6391	5,500				
Lamar I/C	3804	2,114				
SEDA COG RPO Subtotal		134,817	420	37,131	5,600	0

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP	2001 STIP	2003 STIP	2005 STIP	2007 STIP
		Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount	Allocation Amount
Shenango Valley MPO:						
Broadway Corridor	1486		1,000			
SR 62 Bridges	72235					12,000
PA 208/I-79 Interchange	47509				5,000	
PA 208/I-79 Interchange	47509			5,000		
I-80, Sec A04	1878	25,012				
PA 18 N. Hermitage	1634		1,157			
Shenango Valley MPO Subtotal		25,012	2,157	5,000	5,000	12,000
Southern Alleghenies RPO:						
Chestnut Ridge School (and MPMS 49057)	47165	3,607				
Sidling Hill Curve	22805			10,000		
Smithfield Commercial Park	63003				2,000	
I-70/US 522 Warfordsburg Bridge	22787				2,080	
Turnpike South Resurface	50810			1,400		
Youghiogheny River Bridge	64989			1,700		
I-99 Bedford North Rehab	21632			10,000		
Southern Alleghenies RPO Subtotal		3,607	0	23,100	4,080	0
SPC:						
US 422 Expansion	25560			2,000		
Herman Road Bridge	28955			1,000		
PT Marion Bridge	30307			1,850		
SR 28 Third Lane Widening	70202				10,000	
West Kittanning Bridge	23900				2,000	
McKeesport/Duq Flyover Brs	47011				5,000	
TR 28 Widen/Troy - 31st St	27179				6,000	
31st Street Bridge	27129				6,980	
SR 1014 Bridge Replacement	75885				5,300	
SR 4049 over I-70	76181				4,900	
Old Butler Rd. Bridge	74340				1,450	
North Shore LRT	72313				15,000	10,000
TR 31 Three Mile Hill	65118			3,400		
TR 31 Three Mile Hill	30029				1,300	
SR 22 Reconstruction (B02)	31888				20,000	
New Mon River Bridge	48477	20,000				
US 22 Murrys ville	31887		7,000			
US 22/US 30/PA 60 Interchange Study	65122			2,000		
SR 66 Expressway PM	24188			2,600		
Main Street Viaduct	24366			3,150		
MIDA Highway Improvement	60347			1,500		
I-70/I-79 Interchange	31182			1,500		
Ft. Pitt Bridge	27908		6,000			
Kittanning Bypass	23682		5,000			
Banksville Connection	48478	5,000				
US 22/217	25543		2,000			
SPC Subtotal		25,000	20,000	19,000	77,930	10,000
Statewide Programs						
Hometown Streets & Safe Rts to School	71808				76,000	
Statewide Reserve	73562					25,000
Intermodal Projects	61790				22,022	
SubTotal		0	0	0	98,022	25,000

**Spike Project History
By Planning Partner (\$000)**

Planning Partner & Project	MPMS	1999 STIP Allocation Amount	2001 STIP Allocation Amount	2003 STIP Allocation Amount	2005 STIP Allocation Amount	2007 STIP Allocation Amount
Williamsport MPO:						
Market St. Bridge	6139	12,645		15,900	10,000	
Appalachian Thruway	5698					2,000
Williamsport MPO Subtotal		12,645	0	15,900	10,000	2,000
York MPO:						
I-83 Exit 10	47529					2,000
Mt. Rose East Prospect Road	61298					3,000
Main Street Bridge	21168					2,000
I-83, Exits 4 & 5 (Deadman's Curve)	21205	1,514	5,000	37,000		
I-83 Exits 18 and 19	62880				3,500	
I-83 PM2	70042				3,500	
York MPO Subtotal		1,514	5,000	37,000	7,000	7,000
GRAND TOTAL		606,320	364,478	336,955	395,010	199,050

**Economic Development Funds
History**

Region	County	MPMS #	Project	Total
				Approved Dollars (\$000)
York	York	20984	US 30 Central	5,100
York	York	21124	US 30 West	8,000
York	York	47528	I-83 Interchange Study	500
Lehigh Valley	Lehigh	48454	Lucent Tech. Improvements	7,500
Harrisburg	Dauphin	47465	Hershey Park Drive Ext.	8,518
Lebanon	Lebanon	65645	Elk/501/Richland Ave	1,114
York	York	64570	Harley US 30/Eden RD	5,000
Fayette	Fayette	63914	SR 4202-04R Prison Rd.	1,968
Reading	Berks	57431	PA 724/I-176	450
DVRPC	Chester	62863	Vanguard PA 100 Improvements	15,000
Harrisburg	Dauphin	66649	US 422/Lingle Ave.	3,986
Harrisburg	Perry	66652	PA 274 Business Campus Entrance	475
Reading	Berks	66735	PA 61/I-78/Cabela's Improvements	5,250
Lehigh Valley	Lehigh	11623	RT 309/Old Packhouse Road	2,588
SPC	Allegheny	27749/70202	Mills/PA 28 Widening	4,000
Harrisburg	Dauphin	67764	TecPort Improvements (Paxton St)	4,630
Altoona	Blair	70021	Logantown Center - Off Site Imp.	2,640
York	York	70444	US 30/Memory Lane	750
Lehigh Valley	Lehigh	70742	PA 309/Center Valley Parkway	10,000
Harrisburg	Dauphin	68692	HIA Intermodal Facility	1,000
SPC	Butler	24465	Route 228 Improvement Proj.	20,000
N. Central	Elk	4004	Johnsonburg Bypass	3,900
SEDA-COG	Union	72028	Allenwood Safety Improvements	600
Johnstown	Cambria	37229	South Park Access - Gamesa	1,000
Lehigh Valley	Lehigh	76428	I-78/PA 100 Area	3,750
DVRPC	Philadelphia		CBS/Viacom	700
SEDA-COG	Northumberland	72537	Coal Township Ind. Park Access	100
SPC	Allegheny		Dick's Sporting Goods - PA 60/McClaren Road	5,000
SPC	Washington	31018	I-79 Meadowlands - Bass Pro	9,000
SPC	Allegheny		Crawford Run Rd. & Old Freeport Road Intersection	100
Williamsport	Lycoming	77438	SR 87 Montour Crossing	500
Scranton/WB	Luzerne	72406	PA 315 & Armstrong Road (Mericle)	1,000
Lehigh Valley	Northampton	72717	Freemansburg Ave. & Rt 33	1,300
Lehigh Valley	Lehigh		Lehigh Valley Baseball Stadium	1,750
SPC	Allegheny		McKeesport - Tom Clark Chevrolet Expansion	800
Northern Tier	Bradford	69303	Road "C"	758
			Totals	138,727

Interstate Management Program Guidelines

June, 2007

PURPOSE

Centralized Interstate Management allows for a consistent Statewide approach to managing and maintaining PennDOT's Interstate network, which consists of 1,285 linear miles and 2,593 bridges (with a total deck area of 34.7 million square feet). While Pennsylvania's Interstate system is the fourth largest in the country, it is not too large to perform a uniform, rigorous analysis and apply a common management approach in order to achieve equitable performance and condition Statewide. The Interstate system is the Department's most analyzed and scrutinized roadway network, both within Pennsylvania and Nationally. This network serves as the "trunk of the tree" with relation to PennDOT's infrastructure, and the functionality of our remaining roadways is a product of that for our Interstates. Furthermore, due to heavy usage and traffic loading, a poorly managed Interstate system would exhaust resources and dramatically reduce our ability to manage and maintain the remaining 39,000 linear miles and 22,600 bridges on the state-owned highway system.

PennDOT has been collecting and maintaining inventory and condition data on its roadways and bridges for over twenty years, and this data, along with establishing and monitoring performance measures, will be key in the centralized Interstate Management (IM) program. However, PennDOT Districts will continue project management responsibility for Interstate projects. Continued coordination with Metropolitan Planning Organizations (MPO's), Regional Planning Organizations (RPO's), the Federal Highway Administration (FHWA), and Districts will be an integral part of the IM program's success.

BACKGROUND

As an outgrowth of developing financial guidance for the 2007 Program update, the financial guidance committee, consisting of members from PennDOT, the FHWA and the Commonwealth's MPO's and RPO's, recommended the formation of a Statewide IM program to function as a separate programming entity. This programming concept is also consistent with PennDOT's philosophy of managing the Interstate System within Pennsylvania as a single, Statewide asset.

Approximately \$370 million annually has been identified for funding Interstate roadway and bridge projects on a Statewide basis. Interstate preservation, rehabilitation, or reconstruction projects will be the only projects funded under this program. Capacity adding projects, and capacity adding portions of maintenance projects will only be advanced through a collaborative process with MPO's and RPO's whereby regional resources are used to fund the capacity portion of the project. Capacity adding projects are not permitted under the IM program.

Approximately 5% of the annual IM fund will be reserved for program adjustments including cost increases, scope changes, project additions, and emergencies. These adjustments are subject to review by PennDOT's Executive staff.

OVERVIEW

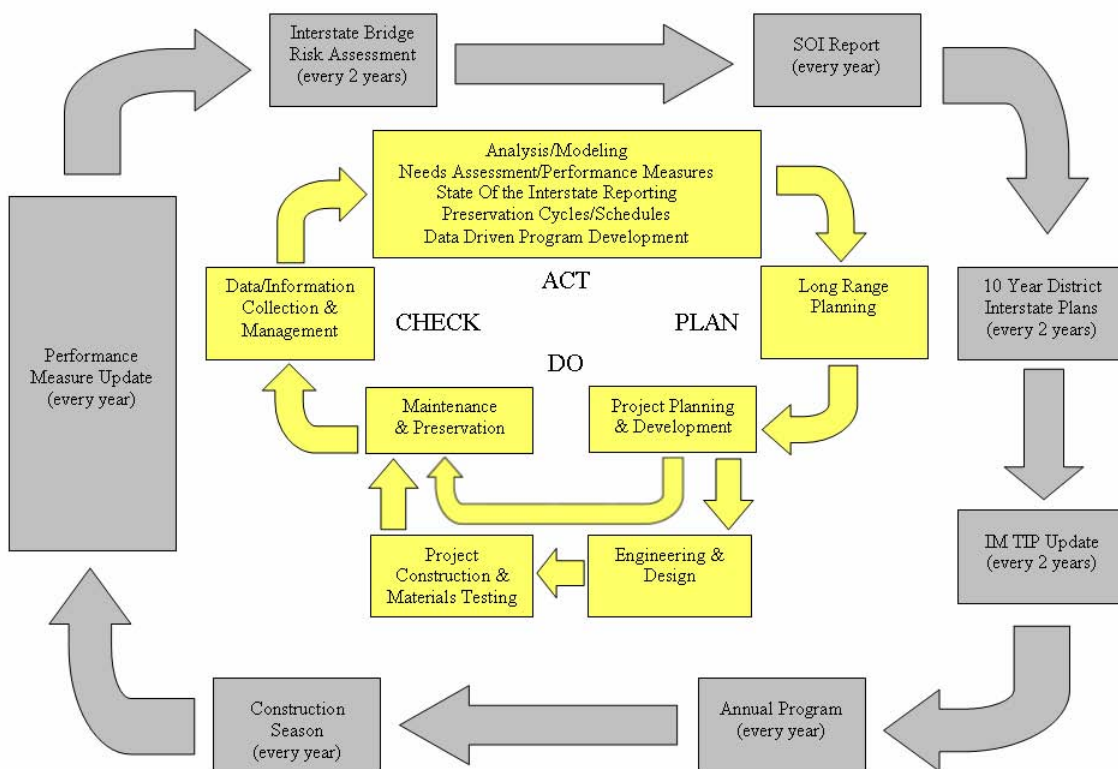
In the 1980's, the annual State of the Interstate (SOI) report was produced by the Roadway Management Division to provide an assessment of condition and project needs on the Interstate system. The report was updated through the 1990's.

With the development of a Statewide Interstate Management (IM) program to function as a separate programming entity to manage the Interstate system within Pennsylvania as a single, Statewide asset, the need to re-establish the SOI report was realized. However, the SOI report will now be provided to the Districts as a tool for their development and update of an Interstate ten-year plan. The report will be provided annually, and updates to these District long-range plans are to be made every two years in advance of the IM Transportation Improvement Program (TIP).

Centralized IM allows for a consistent Statewide approach to managing and maintaining PennDOT's Interstate network, which consists of 1,285 linear miles and 2,593 bridges.

IM program guidelines have been developed in order to define methodology, measures, and responsibilities.

The guidelines and the annual SOI report are only facets of the continuous Plan-Do-Check-Act cycle that will be vital to IM program success.



STRATEGY

As described in the IM guidelines, each District will develop a ten-year plan for their Interstate network. Updates are to be made every two years in advance of the IM Program Transportation Improvement Program (TIP).

The District plan will distinguish IM candidate projects, however all projects and planned maintenance to be performed on Interstate bridges and roadways whether they are to be funded via the IM program, Smoother Roads Initiative, Federal Aid Betterment program, County maintenance funds, or other sources, are to be detailed. Each District will coordinate their planning efforts with all affected MPO's and RPO's, so that projects within their regions that are candidates to be funded via the IM program or via the local TIP are endorsed by all parties. Roadway and bridge projects are to be coordinated to maximize maintenance and protection of traffic cost savings. Also, ramp needs are to be addressed as part of proposed mainline projects.

The Districts should use this report as a basis for candidate project determination and long-range plan development. Field views, also described in the IM guidelines, will be conducted prior to each TIP update to assure uniformity between candidate projects the prioritized needs defined in this report.

District plans that define needs over time as well as programmed projects will streamline future programming efforts and, after prioritization, define a listing of projects to select from as funding is defined and/or made available. We acknowledge that certain Districts already have such a plan in place, but plans from all Districts are needed in order to support the Statewide effort.

The measures in this report not only describe existing condition, but also provide a starting point for the IM program and the ten-year plan development. In conjunction with the defined targets and goals, a common direction for Statewide management of Pennsylvania's Interstate system is formed. Successful Interstate management and maintenance will realize the following goals by 2011:

- **No cycle backlog for pavement preservation.**
- **1% of the Interstate system with poor ride quality.**
- **A reduction of structurally deficient bridges of 0.25% per year.**
- **No increase in Weak Link bridge deck area.**

Assessing Interstate pavement and bridge needs uniformly allows for more objective decision making. Projects will be validated and selected based on whether they address these needs. Using a systematic approach for prioritizing needs on a Statewide basis provides a measure of programming effectiveness and efficient use of funds.

The end result of this report, the District plans, and the field views will be the development of a Statewide Interstate long-range plan and comprehensive project prioritization that can be used for IM program development and adjustment.

1234 Market Street
Philadelphia, PA 19107-3780
(215) 580-7800
Fax (215) 580-3636



Southeastern Pennsylvania Transportation Authority
Safety • Service • Continuous Improvement

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Frank G. McCartney
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Denise J. Smyler
Herman M. Wooden

General Manager
Joseph M. Casey

April 16, 2008

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Financial Capacity Assessment

Dear Mr. Seymour,

In accordance with Federal Transit Administration Circular 7800.1A, attached is the requested financial capacity assessment documentation. The Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2009-2012 Transportation Improvement Program.

Should you have any questions in regards to this information, please contact Catherine Popp-McDonough, Acting Manager, Capital Budgets at 215-580-7374.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", written over a circular scribble.

Joseph M. Casey
General Manager

cc: Keith Lynch, Federal Transit Administration
Toby Fauver, PennDOT
James Ritzman, PennDOT

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

April, 2008

In accordance with FTA Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2009-2012 Transportation Improvement Program.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority (SEPTA) was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest transit system in the United States and is responsible for operating:

- 115 Bus Routes
- 8 Trolley (light rail) Lines
- 3 Trackless Trolley Routes
- 2 Subway/Elevated (heavy rail) Lines
- 1 Interurban High-Speed Line (heavy rail)
- 13 Regional Railroad (commuter rail) Lines
- Shared Ride Service in the City of Philadelphia
- ADA Paratransit service throughout the five-county region

SEPTA operates under four distinct divisions. This distinction permits the efficient implementation of various collective bargaining agreements and the computation of local subsidies. Although the revenue and costs are logically accounted for separately, the operating and staff departments exist in a matrix structure and function as a cohesive unit beneath the following four broad operating divisions:

City Transit Division

SEPTA acquired the assets of the former Philadelphia Transportation Company (PTC) in 1968 forming the current City Transit Division. The City Transit Division, which primarily serves the City of Philadelphia, operates 73 bus routes, 6 trolley lines, 3 trackless trolley lines and two subway-elevated lines.

Victory Division

The Victory Division, formerly known as the Philadelphia Suburban Transportation Company, serves Chester, Delaware and Montgomery Counties. Also known colloquially as the Red Arrow Division, the Victory Division is comprised of 21 bus routes, two trolley lines and the Norristown High Speed Line.

Frontier Division

The Frontier Division consists of 21 bus routes serving Bucks and Montgomery Counties. These routes formerly came under the auspices of several private operators including Schuylkill Valley Lines, which was acquired in 1976.

Regional Rail Division

The Regional Rail Division serves the City of Philadelphia, as well as Bucks, Chester, Delaware and Montgomery Counties, with service to Newark, Delaware and Trenton and West Trenton, New Jersey. The infrastructure and assets of the Regional Railroad were previously operated by the Pennsylvania and Reading Railroads. These commuter rail lines were operated by Conrail from 1976 through 1982, and acquired by SEPTA in 1983.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years, Fiscal 2003 through Fiscal 2007. Passenger fares during this period increased from \$318.2 million to \$342.8 million, or 1.9% per year, and total operating revenues increased from \$416.7 million to \$443.7 million, or 1.6% per year. Operating expenses during the five year period increased from \$843.1 million to \$985.1 million, or 4.0% per year. Operating subsidies increased from \$426.7 million to \$541.6 million, or 6.1% per year. Operations for the Fiscal Years 2003 through 2007 resulted in a relatively small surplus each year as total revenues exceeded total expenses by \$1.4 million for the five year period.

Transportation usage and services increased slightly during the five year period. The number of passengers carried increased from 320.6 million total unlinked passenger trips in FY 2003 to 321.8 million unlinked trips in FY 2007, or 0.1% per year. Service supplied, in the form of total actual vehicle revenue miles, also increased for the five year period from 84.2 million to 85.0 million, or 0.2% per year.

SEPTA was able to meet its financial obligations during the five year period maintaining unrestricted cash and investment balances at year-end. Also, long-term debt, incurred for capital expenditures, has decreased each year from \$415.1 million at June 30, 2003 to \$366.1 million at June 30, 2007. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained relatively high ranging between 45.0% and 49.4% during the five year period.

C. Current Condition

For FY 2007, the most recent fiscal year for which comparative information is available, total passenger fares increased 4.2% over the prior fiscal year. Other operating revenues were 16.4% greater than the prior year primarily due to an increase in investment income and advertising revenue. Operating expenses increased 5.5% primarily due to increases in wages, fringe benefits and fuel costs and the impact of the seven-day transit work stoppage from the prior fiscal year. Propulsion power costs were also much higher in Fiscal Year 2007 due to a contract settlement with Amtrak in Fiscal Year 2006. Operating subsidies increased 6.7% over the prior fiscal year primarily due to higher state subsidies resulting from the Authority increasing its use of Act 26 capital subsidies for leasehold and debt service reimbursements. Operations resulted in a relatively small surplus as total revenues exceeded total expenses by \$187 thousand for FY 2007.

For the initial 9-month period of FY 2008 ending March 29, 2008, preliminary unaudited results showed a surplus of \$0.6 million primarily due to higher passenger revenues resulting from an increase in ridership and a fare increase in Fiscal Year 2008.

D. Financial Projections

With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. This legislation created a dedicated funding source with growth potential for public transportation providers throughout the Commonwealth. The growth potential of the new funding allows SEPTA to project balanced budgets for the foreseeable future. Appendix B, Financial Projection: Consolidated Budget, provides the detailed projections through Fiscal 2014.

Forecast Assumptions By Category:

Passenger Revenue The revenue growth for Fiscal 2009 assumes continual gains in ridership. Additional inflationary fare increases are projected for Fiscal 2011 and Fiscal 2014.

Other Revenue This revenue category is forecast to grow by approximately 10% over the five-year period. Income from advertising, parking lot fees and right-of-way leasing for fiber optics is reflected here. Investment income is also included in this category.

Expenses Labor costs assume wage increases based on pattern negotiations for all bargaining units at SEPTA. Due to historical trends and recent market pressures, medical and other fringe benefit costs are forecast to rise at a rate significantly higher than that of general inflation.

The Other Expense categories anticipate nominal price inflation, including third party supplier's increases. Fuel and utility costs are market driven and an allowance has been made for price volatility after Fiscal Year 2009.

Subsidy The subsidy categories reflect the anticipated growth potential of the Public Transportation Trust Fund.

E. Capital Program

The Fiscal Year 2009 Capital Budget was developed based on the following principles:

- Direction set forth by the SEPTA Board;
- Early input from SEPTA Board members, local government officials, the general public, and SEPTA staff;
- Input received from local officials, member governments, riders and the public at a December 14, 2007 public meeting and throughout the year;
- SEPTA's Capital Project Evaluation and Selection Process;
- Expected Federal, State and Local Funding Levels;
- Budgeting based on Annual Cashflow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2009 Capital Budget and Fiscal Years 2009-2020 Capital Program:

- President Bush's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- FY 2009 Federal earmark requests submitted by SEPTA.
- Governor Rendell's Fiscal Year 2009 budget proposal - Announced on February 5, 2008.
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2009 Projects

The Fiscal Year 2009 Capital Budget consists of 24 capital projects. Project highlights by capital investment category are described below.

State of Good Repair

Projects programmed include Broad Street Subway Stations Rehabilitation (Girard & Spring Garden), Market Street Elevated Reconstruction, R5 Paoli Line Improvements, Regional Rail Substation Improvements, Infrastructure Safety and Renewal Program, Transit & Regional Rail Station Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement

Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

System Improvement

Projects programmed include New Payment Technologies, Station Accessibility Improvements, Paoli Transportation Center, Regional Rail Signal System Modernization Program, Smart Stations, System Improvements Program, Transit Enhancements, Railroad/Highway Grade Crossing Improvements, and Safety and Security Improvements.

System Expansion

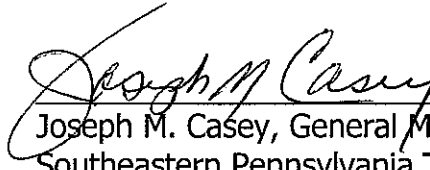
Projects programmed include Elwyn to Wawa Rail Service, U.S. Route 202 Congestion Mitigation Activities, and the continuation of the Parking Expansion Program.

F. Financial Capability

Current levels of federal, state and local funding through FY 2014 are judged to be reliable. With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. These resources provide SEPTA with adequate financial resources to operate and maintain the transit infrastructure and planned improvements.

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital programs included in DVRPC FY 2009-2012 Transit Improvement Program (TIP).



Joseph M. Casey, General Manager
Southeastern Pennsylvania Transportation Authority

Appendices

Appendix A - SEPTA Financial and Statistical Summary

For Fiscal Years Ended June 30, 2007
(Amounts in thousands)

	2003	2004	2005	2006	2007	% Change FY 2006 to FY 2007	Average Annual % Change FY 2003 to FY 2007
Passenger Fares	\$ 318,152	\$ 322,268	\$ 325,815	\$ 328,858	\$ 342,786	4.2%	1.9%
Senior Citizen and Shared Ride Subsidies	69,358	70,592	69,932	68,806	67,401	-2.0%	-0.7%
Total Revenues Based on Ridership	387,510	392,860	395,747	397,664	410,187	3.1%	1.4%
Other Operating Revenues	29,180	27,616	24,436	28,817	33,539	16.4%	3.5%
Total Operating Revenues	416,690	420,476	420,183	426,481	443,726	4.0%	1.6%
Operating Subsidies	426,656	447,476	503,662	507,676	541,607	6.7%	6.1%
Total Revenue	843,346	867,952	923,845	934,157	985,333	5.5%	4.0%
Operating Expenses	843,064	867,752	923,369	933,905	985,146	5.5%	4.0%
Surplus	\$ 282	\$ 200	\$ 476	\$ 252	\$ 187		
Operating Revenue to Expense Ratio	49.4%	48.5%	45.5%	45.7%	45.0%		
Passengers Carried (Annual Unlinked Passenger Trips)	320,584	332,690	334,546	323,051	321,840	-0.4%	0.1%
Actual Vehicle/Car Revenue Miles	84,248	84,746	83,702	83,547	84,998	1.7%	0.2%
Unrestricted Cash and Investments, at Year-end	\$ 109,544	\$ 71,727	\$ 69,431	\$ 37,583	\$ 35,221	-6.3%	-24.7%
Long-term Debt, at Year-end	\$ 415,138	\$ 403,634	\$ 395,249	\$ 386,911	\$ 366,060	-5.4%	-3.1%

Appendix B - Financial Projection: Consolidated Budget

<u>Amounts in thousands ('000)</u>	<u>FY 2009 Proposal</u>	<u>FY 2010 Projection</u>	<u>FY 2011 Projection</u>	<u>FY 2012 Projection</u>	<u>FY 2013 Projection</u>	<u>FY 2014 Projection</u>
REVENUE						
Passenger Revenue	\$ 393,508	\$ 397,443	\$ 438,417	\$ 442,801	\$ 447,229	\$ 488,701
Shared Ride Revenue	21,692	22,126	22,569	23,020	23,480	23,950
Other / Investment Income	<u>30,100</u>	<u>30,702</u>	<u>31,316</u>	<u>31,942</u>	<u>32,581</u>	<u>33,233</u>
TOTAL OPERATING REVENUE	\$ 445,300	\$ 450,271	\$ 492,302	\$ 497,763	\$ 503,290	\$ 545,884
EXPENSES						
Labor	\$ 480,818	\$ 495,243	\$ 510,100	\$ 525,403	\$ 541,165	\$ 557,400
Fringe Benefits	272,280	293,776	315,500	339,100	364,700	392,400
Materials and Services	196,447	202,733	209,814	216,319	222,793	230,578
Injuries & Damage Claims	35,000	35,000	35,000	35,000	35,000	35,000
Propulsion Power	32,160	33,286	34,451	35,656	36,726	38,011
Fuel	42,000	44,100	46,305	48,389	50,325	52,841
Other Expenses	<u>21,169</u>	<u>21,804</u>	<u>22,458</u>	<u>23,132</u>	<u>23,826</u>	<u>24,541</u>
TOTAL EXPENSES	\$ 1,079,874	\$ 1,125,942	\$ 1,173,628	\$ 1,222,999	\$ 1,274,535	\$ 1,330,771
DEFICIT BEFORE SUBSIDY	\$ (634,574)	\$ (675,671)	\$ (681,326)	\$ (725,236)	\$ (771,245)	\$ (784,887)
OPERATING SUBSIDY						
Federal	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200	\$ 32,200
State	527,736	563,574	568,589	606,877	646,993	658,963
Local	71,338	76,597	77,237	82,859	88,752	90,424
Other	3,300	3,300	3,300	3,300	3,300	3,300
TOTAL SUBSIDY	\$ 634,574	\$ 675,671	\$ 681,326	\$ 725,236	\$ 771,245	\$ 784,887
SURPLUS/(DEFICIT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix B

Documentation of the Conformity Finding Executive Summary

**DVRPC FY 2009 - 2012
Transportation Improvement Program
for New Jersey and Pennsylvania**



CONFORMITY FINDINGS

EXECUTIVE SUMMARY

*Demonstrations of Transportation Conformity of
the DVRPC FY 2007 PA and FY 2008 NJ Transportation
Improvement Programs and the Destination 2030 Long Range Plan
with the State Air Quality Implementation Plans of Pennsylvania and New Jersey
and with Applicable National Ambient Air Quality Standards Requirements*



OVERVIEW

This summary documents the demonstration of transportation conformity of the DVRPC *Destination 2030* Long Range Plan (*Plan*) and the FY 2007 Pennsylvania and FY 2008 New Jersey Transportation Improvement Programs (*TIPs*) with the respective State Air Quality Implementation Plans (*SIPs*) and applicable National Ambient Air Quality Standards (NAAQS) requirements under the Clean Air Act (CAA). The three interlocking circles appearing throughout this report represent the unity of these conformity components: the *Plan*, the *TIPs* and the *SIPs*.

This conformity determination was conducted under the guidance of the Transportation Conformity Inter-Agency Consultation Group (TCICG). The TCICG is comprised of representatives of local, state and federal transportation, environmental and planning agencies and reviews the planning assumptions, model parameters and project analyses and oversees the conformity process to insure that the various stakeholders and regulatory agencies are communicating through-out the conformity determination.

Transportation conformity documented in this report is specifically for the following pollutants within the stated designation areas. They are:

- ▷ Volatile Organic Compounds (VOCs) meeting the 8-hour ozone NAAQS requirements in:
 - the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;
- ▷ Nitrogen Oxides (NO_x) meeting the 8-hour ozone NAAQS requirements in:
 - the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;
- ▷ Carbon Monoxide (CO) meeting the CO NAAQS requirements in:
 - the Philadelphia – Camden CO Maintenance Area;
 - the City of Burlington in Burlington County, NJ;
 - the City of Trenton in Mercer County, NJ;
- ▷ Fine Particulate Matter (PM_{2.5}) meeting the PM_{2.5} NAAQS requirements in:

- the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and
- the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.

This summary serves as an inclusive document that demonstrates transportation conformity of the DVRPC *TIPs* and the *Plan* with all applicable *SIPs* and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

ANALYSIS APPROACH

There are two categories of projects in the *TIPs* and the *Plan*:

REGIONALLY SIGNIFICANT PROJECT: a non-exempt highway or transit project on a facility which, regardless of its length, serves regional needs and is normally included in the regional model.

EXEMPT PROJECT: a project listed in table 2 or 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

The *Final Rule* stipulates that the emission analysis of transportation plans and programs must model all regionally significant, non-exempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For the area with an implemented *SIP*, the motor vehicle emissions budget (MVEB) prescribed in the *SIP* sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The *Final Rule* stipulates that each *SIP* is sovereign and that, for a multi-state metropolitan planning organization (MPO), such as DVRPC, conformity applies separately to individual state portions of its planning area under respective *SIPs*.

In the absence of an implemented *SIP*, areas must perform what is known as the “interim” emissions test. The *Final Rule* dictates that only certain interim test types and methodologies are allowed in a given non-attainment area, that they must be applied uniformly throughout the area and that the US DOT determination on transportation conformity must be on the entire non-attainment area. The *Final Rule* further requires that all affected MPOs in the non-attainment area must work together to demonstrate conformity jointly until respective *SIPs* are implemented.

Within the DVRPC region, the NAAQS requirements for ozone, CO and PM_{2.5} must be met. In the nine-county DVRPC planning area, governing *SIPs* are in place for ozone and CO in the Pennsylvania and New Jersey sub-regions. For these criteria pollutants, DVRPC utilizes the budget test to demonstrate conformity using applicable *SIP* MVEBs. In 2006, New Jersey has implemented a PM_{2.5} *SIP* for selected portions of the state. Those areas in New Jersey with effective *SIP* PM_{2.5} MVEBs now include Mercer County within the DVRPC planning area. Therefore, in Mercer, the budget test is also employed to demonstrate PM_{2.5} conformity.

Otherwise, for the DVRPC portion within the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, DVRPC coordinates its conformity efforts with WILMAPCO, and the two MPOs demonstrate conformity collectively for the entire non-attainment area. For this iteration of the conformity demonstration, DVRPC and WILMAPCO have jointly decided to use the “no-greater-than-2002-baseline” interim test. Also, the two MPOs have jointly decided to use the four-season annual inventory method. This annual inventory method is applied to all PM_{2.5} emissions analyses in the DVRPC (except Mercer) and WILMAPCO planning areas.

The mobile source ozone emissions analysis years for VOCs and NO_x are 2010 (8-hour ozone standard attainment year), 2020 (the *interim* year selected to keep all analysis years no more than ten years apart) and 2030 (the *horizon* year of the *Plan*). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. The current ozone MVEB year governing the DVRPC region is 2005 in both Pennsylvania and New Jersey. All emissions estimates are tested against these budgets.

CO emissions are also calculated for 2010, 2020 and 2030. Additionally, CO emission factors are estimated for years that CO MVEBs have been established in respective *SIPs*, the MVEB years of which are 2013 and 2017 in the Pennsylvania sub-region. New Jersey now has EPA-approved limited maintenance plans in place for CO in Burlington, Camden and Mercer Counties and is no longer required to perform regional emissions analysis for CO in the New Jersey sub-region. CO is estimated for a January day since its effects are more prevalent during the winter months.

In the PM_{2.5} demonstration, analysis years vary due to the different emissions tests being applied by area. The current analysis years in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area are 2010, 2020 and 2030. These years are a required part of the interim test and will be used until applicable PM_{2.5} *SIPs* are implemented in the non-attainment area. For the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area, the year 2009 is analyzed instead. 2009 is a PM_{2.5} MVEB budget year for Mercer County. To demonstrate conformity, projected PM_{2.5} emissions in all analysis years must not exceed 1) the 2002 baseline emissions results in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and, 2) the 2009 budgeted emissions in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.

PLANNING ASSUMPTIONS

All planning assumptions utilized in this demonstration are the latest and most current as of March 26, 2007, which is the start date of the DVRPC conformity analysis. The DVRPC Transportation Conformity Interagency Consultation Group (TCICG) has reviewed and concurred on all latest planning assumptions utilized.

DVRPC uses a multi-step, multi-source methodology to produce long-range population and employment estimates at the county-level. These estimates, in turn, become the control totals for municipal-level and traffic analysis zone (TAZ) level estimates.

Population forecasting at the regional level involves review and analysis of six major components: births, deaths, domestic in-migration, domestic out-migration, international immigration, and changes in group-quarter populations (e.g. dormitories, military barracks, prisons and nursing homes).

DVRPC uses both the cohort survival concept and a modified Markov transition probability model, based on the US Census 2000 and the Current Population Survey research, to age individuals and determine the flow of people. DVRPC also relies on member counties to provide information on any known, expected and/or forecasted changes in group-quarter populations. Current and future population estimates for the DVRPC planning area were adopted by the DVRPC Board in February 2005.

Employment estimates are influenced by political and socioeconomic factors at local, national and global levels. The Bureau of Economic Analysis (BEA) provides the most complete and consistent time-series data on county sectoral employment and is DVRPC's primary data source for employment forecasts. The OBERS (formerly the Offices of Business Economics and of Economic Research Services) shift-share model in combination with the Woods and Poole Economics' sectoral forecasts also provides the basis for DVRPC's employment forecasts. As in the population forecasts, county-level totals are used as control totals for municipal and TAZ-level sector distribution forecasts. These forecasts incorporate various supplemental data from public and private sectors including data from the US Census, BEA, Dun & Bradstreet, Bureau of Labor Statistics, Occupational Privilege Tax database, Woods & Poole Economics Complete Economic and Demographic Data Source, and other public and private sector statistics, and are also reviewed by member counties for final adjustments based on local knowledge. Current and future employment estimates were adopted by the DVRPC Board in February 2005.

As part of the latest planning assumptions, current transit operations policies and other road toll structures are also considered. All fares entering the transit network are "blended" by operating entity. For each operator, different existing fare types (e.g. cash, token, transfer charge, daily, weekly, and monthly passes) are blended into a single fare policy based on the percentage of each fare type and use in the 2000 fare structure. Then, the future fare for each operator is held constant in current dollars. All current operating plans, ridership and service levels of transit systems are built into the transit network and are incorporated into the future year networks as well. Future year transit networks are also augmented with any new services identified in the corresponding DVRPC *TIPs* and the *Plan*.

Other transportation related costs such as automobile operating costs, gasoline costs, parking costs, and road/bridge tolls are also based on current and available data, and are held constant in current dollars into the future analysis years.

TRAVEL SIMULATION

Regional emissions analysis begins with travel simulations. The enhanced DVRPC travel simulation, validated in 2005 using the US Census 2000 information, home interview survey and traffic count data, is a classic four-step transportation modeling application that operates within an iterative (Evans algorithm) structure with respect to highway travel time, and is disaggregated into separate peak, mid-day and evening time periods. In the four-step modeling process, trip generation is based on constant trip rates imbedded in a cross-classification structure. Trip distribution uses a doubly constrained gravity model, stratified into three person (home-based work, home-based non-work, and non-home-based) and four vehicle trip purposes. Modal split employs a binary probit-like formulation stratified by trip purpose, transit submode, and auto ownership. The highway assignment component is based

on the equilibrium method using minimum travel-time path. Free flow highway speeds are stratified by functional class and density of development.

Then, the Evans algorithm re-executes the trip distribution and the modal split highway components. This process is based on updated speeds after each iteration of the highway assignment and determines a weight value upon each performed iteration. This weight is then used to prepare a convex combination of the link volumes and trip tables for the current iteration and a running weighted average of the previous iterations. This algorithm converges rapidly to an equilibrium solution on highway travel speeds and congestion levels. When the equilibrium is attained, the model assigns the weighted average transit trip tables to the transit networks and produces link and route passenger volumes. Transit assignment is unrestrained and uses minimum paths based on the modal split model definition of impedance. The methodology and detailed TAZ level estimates are further explained in the DVRPC report: *2000 Travel Simulation for the Delaware Valley Region* (in preparation). The iterative DVRPC travel demand simulation process has been reviewed and approved by the TCICG.

Due to the project scale, scope or governing characteristics, certain non-exempt, regionally significant projects (such as park & ride facilities or bikeway improvements) cannot be represented and evaluated by the travel demand model properly. Therefore, travel impacts and emissions analyses of such projects are performed using off-network analysis tools, which are a set of travel impact and emissions analysis methodologies. The Pennsylvania Air Quality Off-Network Estimator (PAQ-ONE) and the New Jersey Air Quality Off-Network Estimator (NJAQ-ONE) are a set of such off-network methodologies developed for the Pennsylvania and New Jersey State Departments of Transportation (PennDOT and NJ DOT, respectively). Both PAQ-ONE and NJAQ-ONE contain independent MOBILE6.2 modules to determine emissions estimates. Once the characteristic changes in travel are calculated, the transportation results are fed to the emissions module to create emissions factors based on the county-level data and local assumptions. Final off-network emissions estimate outputs show the changes in VOCs, NO_x, CO and PM_{2.5} in both kg/July-day and tons/July-day for individual projects. Because of their summer settings, however, PAQ-ONE and NJAQ-ONE outputs are not suitable for winter analyses.

EMISSIONS ESTIMATION

The calculated travel impact changes from the travel simulation process are passed through the post-processor routine and are prepared for an emissions estimate model.

In demonstrating conformity, use of the newest version of the MOBILE emissions estimate model is required under the *Final Rule*. MOBILE6.2 is the latest version of the family of MOBILE mobile-source emissions estimate models developed by US EPA and reflects many cumulative technological enhancements, emissions control updates and trend shifts introduced since 1996. These changes include expanded vehicle type categories and state inspection and maintenance program specification options; more detailed vehicle activity information and fuel program definition; and revised base emissions rates.

Taking advantage of these updated changes, the input parameters to the MOBILE6.2 model specify best available local data to accurately reflect the local conditions. Local temperature and humidity

data are particularly important, because MOBILE6.2 relies on these values to estimate A/C usage. Other settings accept the US EPA’s default values, which represent “the worst-case conditions.” Collectively, these local and default settings generate dependable regional emissions estimates suitable for demonstrating transportation conformity in the DVRPC region. As for specific parameter values, inputs for individual pollutants can and will vary.

As noted earlier, both PAQ-ONE and NJAQ-ONE also contain independent MOBILE6.2 modules to determine emissions estimates. Final off-network emissions estimate outputs from these off-network tools show the daily changes in VOCs, NO_x, CO and PM_{2.5} for the project sets included in the *TIPs* and the *Plan*.

FINDINGS

The DVRPC *TIPs* and the *Plan* are found to be in conformity with the current Pennsylvania and New Jersey *SIPs* under the CAA. The forecasted emissions levels of VOCs, NO_x, CO and PM_{2.5} do not exceed the respective budgets and baseline established by state departments of environmental protection (state DEPs) in accordance with the *Final Rule* under the current NAAQS governing applicable pollutants. The transportation conformity analysis meets all applicable conformity criteria including, but not limited to, the following:

- that the *Plan* and the *TIPs* are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- that the *Plan* and the *TIPs* do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and
- that the *Plan* and the *TIPs* are consistent with the motor vehicle emissions budgets in the applicable implementation plans [40 CFR 93.118].

Table E-1. VOCs Emission Analysis Results (Tons/July Day) †

	2005	2010	2020	2030
	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
PA	79.69	51.42	24.56	22.01
NJ	42.99	21.18	12.03	11.30

Source: DVRPC, 2007

Note: † The 1-hour ozone *SIP*MVEB applies to all future analysis years. All emissions are rounded off to the nearest hundredth. Off-network adjustments have been made.

Table E-2. NO_x Emission Analysis Results (Tons/July Day) †

	2005	2010	2020	2030
	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
PA	144.73	82.13	26.53	16.20
NJ	63.44	44.79	12.97	8.52

Source: DVRPC, 2007

Note: † The 1-hour ozone *SIP* MVEB applies to all future analysis years. All emissions are rounded off to the nearest hundredth. Off-network adjustments have been made.**Table E-3. CO Emission Analysis Results (Tons/January Day) †**

	2007	2010	2013		2017		2020	2030
	<i>SIP</i> MVEB	Estimated	<i>SIP</i> MVEB	Estimated	<i>SIP</i> MVEB	Estimated	Estimated	Estimated
Philadelphia	331.25	236.74	278.23	207.25	260.97	185.15	177.77	171.63

Source: DVRPC, 2007

Note: † All CO budgets are based on MOBILE6.2. All emissions are rounded off to the nearest hundredth.

Table E-4. Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Year) †

		2002 Baseline	2009 <i>SIP</i> MVEB »	Estimated	2010 Estimated	2020 Estimated	2030 Estimated
Direct PM _{2.5}	PA	998.2	-	-	596.0	423.7	413.6
	NJ; except Mercer ‡	486.7	-	-	263.7	183.1	176.4
	DE (WILMAPCO) §	208.6	-	-	97.8	89.3	96.6
	Mercer only »	-	89	86	80	55	54
PM _{2.5} Precursor (NO _x)	PA	59,346.0	-	-	29,293.9	9,263.1	5,561.1
	NJ; except Mercer ‡	30,499.9	-	-	12,050.3	3,484.3	2,298.4
	DE (WILMAPCO) §	11799.1	-	-	4,687.0	1,805.0	1,507.0
	Mercer only »	-	4,328	4,072	3,645	1,048	697

Source: DVRPC, 2007

Note: † Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. All emissions are rounded off to the nearest tenth except for those in Mercer. See note on » below.

‡ Results are for Burlington, Camden and Gloucester Counties only, which are the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area.§ Results are for New Castle County in Delaware only, and are provided by WILMAPCO. It is the Delaware portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area.» NJ *SIP* MVEBs and the emissions results are for Mercer County only, which is the DVRPC portion of the New York-Northern New Jersey-Long Island, NJ-NJ-CT PM_{2.5} Non-attainment Area. Emissions results are rounded off to the nearest integer in accordance with the *SIP*.

Therefore, hereby demonstrated is transportation conformity of:

- ▷ the DVRPC *DESTINATION 2030* Long Range Plan;
- ▷ the FY 2007 Pennsylvania *TIP*; and
- ▷ the FY 2008 New Jersey *TIP*

with the corresponding state *SIPs* and the *Final Rule* requirements under CAA including:

- the 8-hour ozone NAAQS in the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Non-attainment Area;

- the 8-hour CO NAAQS in the Philadelphia CO Maintenance Area, in the City of Burlington in Burlington County, NJ and in the City of Trenton in Mercer County, NJ;
- the PM_{2.5} NAAQS in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area; and
- the PM_{2.5} NAAQS in the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Non-attainment Area.



Appendix C

Memorandum of Understanding on Procedures to Amend and Modify the TIP

**DVRPC FY 2009 - 2012
Transportation Improvement Program
for New Jersey and Pennsylvania**



Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning

Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

Adopted by the DVRPC Board on 9/28/06

Re-Affirmed June 26, 2008

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, and the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 15 MPOs), plus those projects from areas not covered by the MPOs which are handled through PennDOT.

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. Though DVRPC prepares a new regional TIP each year, the Pennsylvania portion of the program is updated every other year (on odd years) to coincide with the update of the STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU concerning the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition or deletion** of any project to the TIP. DVRPC and its member agencies further agree that a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff), the movement of a project from the **fourth year** into any of the first three years, or any action which causes there to be **no phases within the TIP period**, will also be considered an amendment requiring **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Transportation Committee (RTC). Exceptions are allowed under certain circumstances for projects which received federal authorization under a previous TIP. (see Section III. B.)

In order to **add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year and must maintain the overall financial constraint of the four year program. The reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved.

ISTEA/TEA21 and the Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a project (except for projects classified as exempt by the CAAA). DVRPC staff will determine whether a project is exempt from the conformity requirements and, if it is not exempt, whether the air quality impacts will be calculated using the regional conformity model or a project level analysis. Staff will consult with the appropriate agencies, as necessary, in making this determination.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments. **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action. **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and Regional Citizen Committee (RCC). **Administrative amendments** include actions for projects or project phases that have previously received federal authorization which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two or three** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to a phase of a project listed in the approved TIP that is **less than or equal to \$1 million**.
2. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s).
3. When either PennDOT or SEPTA deems it appropriate to **shift costs between certain funding categories** in accordance with available resources. The federal funding categories are limited to: for highway projects: the federal funding categories of National Highway System (NHS), Interstate Maintenance (IM), Bridge (BR), and Statewide Surface Transportation Program (STP); and, for transit projects: Section 5309 (formerly Section 3) and Section 5307 (formerly Section 9). PennDOT or SEPTA may also shift project funding between any of the state funding categories.
4. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of

federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

5. When the **line items** for Betterments or Railroad/Highway Grade Crossing or other safety-related programs or any other conformity exempt line items are to be tapped for individual projects of **less than \$15 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **exceeds \$15 million**, it will be treated as a minor amendment under the procedure in section “**C. Modifications Requiring Formal Action by DVRPC**”.

Under any of these circumstances, PennDOT or SEPTA will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action (within 5 working days):

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second or third year of the TIP (i.e., for the FY2003 TIP: the years FY04 or FY05), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to a phase is **between \$1 million and \$5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies).
3. When the modification involves a **100% state funded** project that is not considered regionally significant under the conformity guidelines.
4. When a cost increase occurs to the construction phase of a project that was **already obligated** but is no longer shown in the TIP; or when a cost increase occurs to a pre-construction phase of a project that has already been obligated but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. (Administrative Amendment)
5. When a project/phase appears in the “Transition Projects List” and the action is taken **during the transition period** (as defined under Section “D. Transition Project List”). If the action is requested after the transition period, it can only be administratively done under this section if other phases are shown on the TIP for the project.”

6. When PennDOT identifies a project phase that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds. (Administrative Amendment)
7. When PennDOT seeks federal authorization to cover **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. (Administrative Amendment)
8. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year.**

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments, DVRPC will request that PennDOT seek FHWA/FTA approval.

C. Modifications Requiring Formal Action by DVRPC

All other changes to the TIP not covered above will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

D. Transition Projects List

For the purposes of this MOU, the parties define the **“transition period” as the first 120 days of the first federal fiscal year** of a newly adopted TIP. When the TIP is adopted it shall contain a list of projects/phases that had been shown in the second year of the previous TIP but which do not appear in the new/current TIP because it was expected that they would have been obligated before the new/current TIP went into effect. However, it is recognized that these projects/phases may not have actually received federal authorization before the state’s obligation authority was fully exhausted.

Therefore, the parties agree that any project/phase shown on the “Transition Projects List” may be authorized **during the transition period** of the new/current TIP under the procedures in section **“B. Modifications Allowed Under Administrative Action by DVRPC”**.

Any “transition” project phase **not authorized before the end of the transition period** must be added to the first year of the TIP in order to be eligible for federal funding. This may be done by **administrative amendment** provided the project has another phase of work in the current TIP. The parties agree that the requirements for public involvement have been met for these actions by virtue of the project’s presence in the prior TIP and the continuance of the project in the current TIP.

If a “transition” project does not have another phase of work in the current TIP, it will be treated as a minor amendment after the transition period under the procedure in section **“C. Modifications Requiring Formal Action by DVRPC”**.

For “transition” phases of projects with other phases shown in the new/current TIP, DVRPC will add the “transition” phase to the TIP. For “transition” phases of projects without other phases shown (this is typically the construction phase and the project is not in the new/current TIP at all), DVRPC will re-instate the project. In each case, financial constraint will be maintained.

E. Statewide Interstate Management Program

PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success.

The parties agree that modifications and amendments to the Interstate Maintenance Program shall be governed by the *Memorandum of Understanding, Procedures for TIP and STIP Modifications* agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

IV. TIP MANAGEMENT REPORTS

A. Fiscal Constraint Chart

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint “bank” for the Highway Program. The parties accept their responsibility under the federal regulations to insure that the TIP remains fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination.

B. Quarterly Performance Reports

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, DVRPC has established, in consultation with PennDOT and SEPTA, a series of quarterly reports. DVRPC will present these reports to the RTC and Board during the month following the end of each quarter.

1. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.
2. PennDOT will provide DVRPC with a quarterly report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar report comparing the programmed amount with the actual amount of funds secured under grants through the end of that quarter.
3. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
4. DVRPC will compile a TIP "Quarterly Target Report" from the PennDOT and SEPTA quarterly target reports for distribution to the RTC and DVRPC Board. DVRPC will post the Year-End Summary information on its website.

V. MEETINGS

To provide for coordinated oversight of the TIP, the Pennsylvania Subcommittee of the RTC will periodically meet to review the status of the TIP and its implementation.

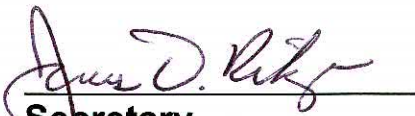
1. At the beginning of the second fiscal year of the TIP, the PA Subcommittee may meet to review all obligation activity during the previous year and the current project costs and schedules. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will bring it in line with latest schedules and insure that the financial resources are in place going into the new fiscal year.
2. A Mid-Year (April) PA Subcommittee meeting may be held to review the status of all projects on the TIP. Program costs for projects obligated to date will be compared with the region's target obligation authority. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will ensure that all obligation authority will be consumed by the end of the fiscal year.
3. Other meetings of the PA Subcommittee may be called from time to time by DVRPC as necessary to insure the proper development and management of the TIP and to expedite the implementation of the region's projects.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).



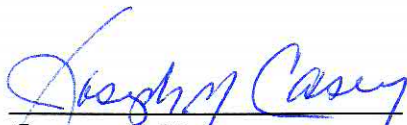
**Executive Director,
for DVRPC**

Date 8/11/08



**Secretary,
for PennDOT**

Date 9/19/08



**General Manager,
for SEPTA**

Date 9/10/08

APPROVED AS TO FORM:

**BY: [Signature] ESQ.
GENERAL COUNSEL'S OFFICE**

September 9, 2008

FHWA/PennDOT MOU
MEMORANDUM OF UNDERSTANDING
Pennsylvania Department of Transportation's
Statewide Procedures for 2009-2012 STIP and TIP Modifications

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing modifications to the 2009-2012 Statewide Transportation Improvement Program. The Statewide Transportation Improvement Program (STIP) is the aggregation of the Planning Partners' Transportation Improvement Programs (TIPs), including the statewide Interstate Management Program and other statewide line items.

Definitions

- A ***Betterment*** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- A ***Change in Scope*** is a substantial alteration to the original intent or function of a programmed project.
- ***Cooperating Parties*** are PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- The ***Interstate Management (IM) Program*** is PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- A ***modification*** is either an amendment, or an administrative action, to the STIP/TIP.
- A ***new project*** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- ***Planning Partners*** are MPOs and RPOs.
- A ***Public Participation Plan (PPP)*** is a documented broad-based public involvement process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- A ***reserve line item*** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).

What is the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs)?

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the 23 MPOs and RPOs, one independent county, and the statewide IM Program developed by PennDOT. The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth's Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

23 USC 134(a) (Metropolitan Planning) states: "It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between

states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide planning processes. To accomplish the objectives stated above, metropolitan planning organizations, in cooperation with the State and public transit operators, shall develop long range transportation plans and transportation improvement programs for metropolitan areas of the State." In addition, 23 USC 135 (Statewide Transportation Planning) under "Development of Plans and Programs," states: "To accomplish the objectives stated in section 134(a), each State shall develop a statewide transportation plan and a statewide transportation program for all areas of the State subject to section 134(a)."

Note that RPOs under contract to PennDOT are not recognized through Federal laws or Regulations relating to transportation planning. However, the Commonwealth of Pennsylvania, through PennDOT, coordinates and participates with RPOs in transportation planning by using the same principles and practices as are required for MPOs.

How and When is the STIP/TIP Developed?

Attachment A provides general and procedural guidance for STIP/TIP development.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, Transit Agency, or PennDOT wishes to proceed with a project not programmed on the current TIP, a modification must be made.

The Federal Statewide and Metropolitan Planning Regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP modifications, and other actions taken to modify the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulation, 23 CFR § 450.324, permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included with the TIP document.

All modifications must maintain year-to-year fiscal constraint [23 CFR § 450.324 (i)] for each of the four years of the STIP/TIP. Modifications shall account for year of expenditure, and maintain the estimated total cost of the project or project phase. The arbitrary reduction of the overall cost of a project, or project phase, shall not be utilized for the advancement of another project.

In addition, TIP modifications must be consistent with the Planning Partner's Long Range Transportation Plan (LRTP), and must correspond to the adopted provisions of the Planning Partners' Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a modification adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the Interagency Air Quality Consultation Group. If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and endorsed. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

If August Redistribution adds, advances, or adjusts costs for a project, the Planning Partner will be notified of the modification.

An IM STIP/TIP modification shall be coordinated by PennDOT with notification provided to the appropriate Planning Partner(s).

Modifications – Amendments and Administrative Actions

An *amendment* is a STIP/TIP modification that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes federal funds;
- Adds a new project phase(s) or deletes a project phase(s) that utilizes federal funds where the modification exceeds the following thresholds:
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for remaining MPOs and all RPOs
- Increases or decreases a project phase(s) that utilizes federal funds where the modification exceeds the following thresholds:
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for remaining MPOs and RPOs
- Creates a new line item that utilizes federal funds;
- Adds a project (does not pertain to betterments) that exceeds the following thresholds, where the funds originated from a line item:
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for remaining MPOs and all RPOs; or
- Involves a change in the scope of work to a project(s) that would result in an air quality conformity reevaluation or in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed the threshold contained in this MOU).

All modifications (including modifications defined as administrative actions) associated with the amendment shall be identified and grouped as one action on a Fiscal Constraint Chart (FCC) demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire amendment action) will require approval by the cooperating parties.

Approval by the MPO/RPO is required for amendments. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. An FCC must be provided which summarizes the before, requested adjustments, and after changes along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency.

In the case of the IM Program, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An **administrative action** is a STIP/TIP modification that:

- Adds or deletes a non-federally funded project ;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes*;
- Adds or deletes a right-of-way phase for incidental right-of-way or utility work that does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, nor exceed the threshold established by this MOU,
- Draws down from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner,
- Increases or decreases the cost of a project phase(s) or deletes a project phase(s) that does not exceed the threshold established in the MOU between PennDOT and the Planning Partner nor exceed the threshold established by this MOU,
- Adds or deletes a project (does not pertain to betterments) that does not exceed the thresholds established in the MOU between PennDOT and the Planning Partner, or established by this MOU, where the funds originated from a line item,
- Adds Federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item,
- Does not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation, and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU.

Administrative actions do not require Federal approval. However, PennDOT will forward a copy of the modification(s) to the appropriate Federal agency for review and comment, with a courtesy copy to the other Federal agency. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to disallow an administrative action that is not consistent with Federal regulations or with this MOU.

* If a modification adds a project for emergency relief purposes, the project will be added as an *Administrative Action* to the STIP/TIP. Per 23 CFR § 450, 216 (g (5)), emergency relief projects may (but are not required to) be included on the STIP, except those involving substantial functional, locational, or capacity changes.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through the summary of recent modifications. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

STIP/TIP Financial Reporting

PennDOT will provide a STIP/TIP Financial Report to each Planning Partner and to FHWA and FTA on a quarterly basis, and establish targets for Federal obligation and state encumbrances of funds within 90 days after the enactment of annual Federal appropriations legislation.

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial Report of actual Federal obligations and state encumbrances for highway/bridge programs in their region. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a statewide and Planning Partner basis.

At the end of the Federal fiscal year, PennDOT will provide each Planning Partner, and FHWA and FTA, a summary STIP/TIP Financial Report of all highway/bridge obligations and state encumbrances within their region. A year-end STIP/TIP Financial Report will be provided to FHWA and FTA that includes the FHWA Performance Measure – “percent of STIP/TIP projects advanced per year, on a statewide and Planning Partner basis for highway/bridge programs.

TIP Modification Procedures

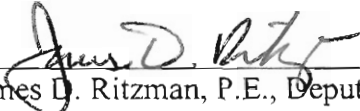
As each Planning Partner’s TIP is adopted, their respective MOU will be included with the TIP documentation. The MOU will clarify how the planning partner will address all TIP modifications. **In all cases, the procedures can be more restrictive, but must be consistent with the standards adopted in this MOU.** If a planning partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing IM TIP modifications.

This Memorandum of Understanding will begin October 1, 2008, and remain in effect until September 30, 2010, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years, starting October 1, 2010.

This Memorandum of Understanding will begin October 1, 2008, and remain in effect unless it is agreed to be modified by all parties or terminated.

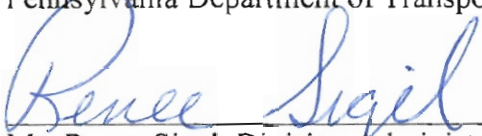
We, the undersigned hereby agree to the above procedures and principles.



Mr. James D. Ritzman, P.E., Deputy Secretary
For Planning
Pennsylvania Department of Transportation

6/12/08

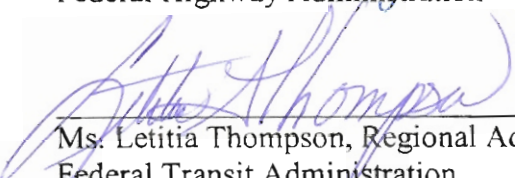
Date



Ms. Renee Sigel, Division Administrator
Federal Highway Administration

5-28-08

Date



Ms. Letitia Thompson, Regional Administrator
Federal Transit Administration

6-9/08

Date

ATTACHMENT A
2009 Program – General and Procedural Guidance

The official state programming document is the Twelve Year Transportation Program. The development and update of this program is guided by Act 120 of 1970 which established the State Transportation Commission (STC) and its related duties and responsibilities. The STC adopts the Twelve Year Program.

The official federal programming document is the Statewide Transportation Improvement Program (STIP). The STIP includes the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs). The Commonwealth has fifteen MPOs, not including the small pieces of urbanized areas that extend into Pennsylvania (for example, Hagerstown, MD or Binghamton, NY). MPOs are county and regional bodies covering all urbanized areas over 50,000 populations. MPOs are mandated to establish and carry out a cooperative, continuous, and comprehensive planning process in order to meet various planning and programming responsibilities that were established in legislation, like the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act. The MPOs develop and approve Transportation Improvement Programs. The Governor or his designee (currently the Secretary of the Pennsylvania Department of Transportation) must also approve the metropolitan TIPs and submit the entire STIP to the US Department of Transportation for their approval.

The STIP also includes projects from the rural portion of the state. PennDOT and the Rural Planning Organizations (RPOs) (Local Development Districts (LDDs) and independent counties under contract to PennDOT) are jointly developing and approving rural TIPs. Therefore, for transportation planning and programming purposes, RPOs are presently functioning as MPOs. The Governor or his designee also approves these rural TIPs, as well as the overall STIP. Presently, there is only one rural county in Pennsylvania (Franklin County) that is not functioning as an RPO; in this case, PennDOT develops the TIP on their behalf.

The words “2009 Transportation Program” or “2009 Program” in the general and procedural guidance refer to one or both of the following project listings:

The 2009-2020 Twelve Year Program and
The 2009-2012 Statewide Transportation Improvement Program.

The word “partners” in the following guidance includes the State Transportation Commission, the Pennsylvania Department of Transportation on behalf of the Governor, the Metropolitan Planning Organizations and Rural Planning Organizations, public transportation properties across the Commonwealth, the Pennsylvania Turnpike Commission, the Pennsylvania Department of Environmental Protection, the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the U.S. Environmental Protection Agency (EPA).

The words “interested parties” in the following guidance means citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C., Chapter 53, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

**DRAFT FINAL
GENERAL & PROCEDURAL GUIDANCE FOR THE
DEVELOPMENT OF THE 2009 TRANSPORTATION PROGRAM**

PURPOSES/OBJECTIVES:

- Program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and give all partners the flexibility to more effectively choose and approve the best mix of projects that meet their own varied needs. Transportation system preservation and management continues to be the highest priority in Pennsylvania and the individual MPO/RPO programs should emphasize system preservation and management. System preservation involves extending the life of existing facilities and their associated equipment and hardware or the repair of damage that impedes mobility or compromises safety; while, system management involves improving the reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware. It is recommended that at a minimum, at least 80% of a MPO/RPO's program resources be dedicated to system preservation including 85% of bridge improvement resources directed toward addressing structurally deficient bridges.
- Strengthen the linkage between land use and transportation decision-making during the development of the 2009 Transportation Program and continue to work to improve this integration process in future years. This linkage can take many forms, including supporting in-fill, access management, brownfield or grayfield site development, implementing projects that enhance KOZs/KIZs, helping blighted communities with transportation projects/services, encouraging collaboration among governments or coordinating with the Governor's many other initiatives. The Commonwealth of Pennsylvania Keystone Principles for Growth, Investment and Resource Conservation should be considered in the establishment of program priorities and included as part of project selection criteria.
- Develop required transportation programs that contribute to achieving the tenets in state Act 120 and the federal transportation laws and regulations and to achieving the goals and objectives expressed in the Commonwealth's Long Range Transportation Plan (*Pennsylvania Mobility Plan*), in county/regional long range transportation plans, in bicycle/pedestrian plans and other key documents.
- Draw candidate major capital and/or air quality non-exempt projects from existing long range plans for inclusion in the transportation program.
- Implement processes and procedures that enhance State, Metropolitan Planning Organization and Rural Planning Organization fiscal constraint with regard to long range planning and short range programming.
- Encourage and promote the development of a joint partner agency public participation strategy.
- Continue to share project-specific data, especially as it relates to candidate projects that are not included on current long range plans or programs.

TIMING:

- Update the Twelve Year Program, the Statewide Transportation Improvement Program, the Metropolitan Planning Organization and Rural Planning Organization Transportation Improvement Programs every two years in a coordinated fashion.
- Federal programming documents will cover a four year time frame to remain consistent with the first four years of the Twelve Year Program and the first four years of the MPO/RPO long range plan.
- Adopt a final schedule for the update of the transportation program during the spring/summer Planning Partners' Meeting (see attachment).
- Metropolitan Planning Organizations and Rural Planning Organizations should schedule their TIP approval meeting dates between May 9, 2008 and July 11, 2008 so that air quality conformity analyses by PennDOT's consultants can be properly scheduled for the spring of 2008 and the MPO/RPO TIPs can be sent to PennDOT for approval by the end of July 2008.
- As necessary, react to new state and federal initiatives and any other changing circumstances as quickly as possible and make any adjustments to the planning and programming process.

COORDINATION:

- Develop the STIP and MPO/RPO TIPs among all partners and interested parties through a continuing and collaborative process, based upon mutual trust, open communication and cooperation leading toward consensus.
- Share project and program data bases among all parties. Projects shall be consistent with the county and/or regional comprehensive and long range transportation plans. Also, the Commonwealth is working on linking planning and NEPA and will continue to advance the effort. Depending on the progress of this effort, MPO/RPOs may need to reserve funds in a line item for advance studies (purpose and need, scoping, etc.) on the more environmentally complicated projects before they are added to a TIP. Accordingly, project scopes, costs and schedules must be appropriate for the area's economic, environmental, and social conditions.
- Carry out statewide programming and metropolitan/rural programming in conjunction with the update of the Twelve Year Program.
- Coordinate the transportation programming process with the providers of all the modes of transportation.
- PennDOT and its planning partners will update the Interstate Management Program for the 2009 Transportation Program. Planning partners and the District Offices will help to identify and comment on the interstate projects through the development of the 2009 Transportation Program. PennDOT will manage the interstate system on a statewide basis.

PUBLIC INVOLVEMENT:

- Conduct meaningful public outreach and involvement activities as documented in the planning partner's public participation plan.
- Meet all federal and state mandates, including Title VI and environmental justice requirements.
- Public involvement activities will be coordinated among all affected partners and will be consolidated whenever possible to avoid overlap and confusion. Conduct joint STC/MPO/RPO public hearings to gather early input to the program development process.
- Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects.
- After each draft TIP is reconciled and is ready for one last round of public involvement, the following information needs to be made available for public comment – (1) highway and bridge program project listing (public version with long narratives); (2) public transportation program project listing (public version with long narratives); (3) public transportation financial capacity analysis (MPOs only); (4) air quality conformity determination report in non-attainment and maintenance areas only; (5) draft TIP modification procedures; and (6) environmental justice (EJ) analysis (community profiles and methodology); (7) public participation plan; (8) TIP project prioritizing process. A formal public comment time period (minimum 30 days) needs to be established, and a public meeting or hearing needs to be held by the planning partner to gather any comments/concerns on the TIP and related documents.
- Provide easy and complete access to all public documents, including the draft and final TIPs, STIP and Twelve Year Program project listings, taking particular advantage of the Internet where possible.

FINANCIAL GUIDANCE:

- The jointly developed and approved financial guidance will establish funding targets for each MPO, RPO, public transportation operator, and PennDOT. The guidance will provide sufficient information for the affected partners and interested parties to begin to identify projects, negotiate, and reach consensus on their portion of the Program.
- Address cash flow procedures, like highway advance construction and public transportation letters of no prejudice or full funding grant approvals in the program development process. Address projects with accrued unbilled costs (work on a project has been started/completed and all or a portion paid for in state or local funds, but the project is eligible for federal funds and will be submitted to FHWA during program development for federal funding or after the program is approved) as is appropriate. When projects in accrued unbilled status are being converted, the projects must appear on the area's Program.

REQUIREMENTS:

- Satisfy all federal and state planning and programming rules and regulations.
- Provide written documentation of the MPO/RPO project prioritizing process and the Department's prioritizing process for the Interstate Management Program.
- Include metropolitan and rural TIPs without modification in the STIP once approved by the MPO or RPO and the Governor (or designee) and after determinations of financial constraint and, where necessary, air quality conformity has been met. All appropriate parties will be notified when individual projects or programs have been included in the Statewide Transportation Improvement Program. Close coordination must occur with PennDOT and the State Transportation Commission to insure that the approved Transportation Improvement Programs are consistent with the approved first four years of the Twelve Year Program.
- Perform air quality conformity analyses consistent with the U.S. Environmental Protection Agency's Transportation Conformity Rule, recent federal court rulings and the Pennsylvania Transportation Conformity State Implementation Plan (SIP) in non-attainment and maintenance areas.
- Intelligent Transportation System (ITS)-type projects will be consistent with the national, state and regional architectures. Work to advance transportation safety and operations initiatives that are consistent with the Regional Operations Plans (ROP) and the Transportation Systems Operations Plan (TSOP) developed across the state.
- All capacity adding projects in nonattainment transportation management areas (TMAs) will be consistent with the Region's Congestion Management Process (CMP).
- Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2009, 2010, 2011 and 2012).
- Provide updated cost estimates for each project, based on "year of expenditure" as well as detailed definitions of the projects. Constrain the projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance. Costs estimates must use "year of expenditure dollars" to reflect their cost. PennDOT will provide the MPO/RPOs with growth rates and a methodology for determining an inflation rate in the Financial Guidance.
- Include all regionally significant transportation projects (project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.) as defined in 23 C.F.R. Section 450.104, regardless of their funding sources, in the STIP and in the MPO and RPO TIPs. This will include 100% state funded projects, private projects and Turnpike projects so the program reflects the full range of improvements to be undertaken in a given metropolitan or rural area and across the state (excluding county maintenance and PA Turnpike maintenance funds). The Department will request a list of turnpike projects from the Turnpike Commission and distribute the list to all planning partners, in advance of Air Quality Conformity time line requirements, so the projects can be included in the appropriate Transportation Improvement Programs. Those Turnpike projects requesting federal funding that are selected for inclusion on a TIP will be assigned MPMS numbers; those that have no federal funding will need to be identified another way on the TIP.
- Provide the following project information in the program:

- sufficient descriptive (detailed) material to clarify the scope/location of the improvement The MPO/RPO and District Office should collaborate on the detailed descriptive information and the District should be sure the information is input in the Short Narrative field in MPMS.
 - estimated total costs within the TIP time period
 - amount and category of federal funds and non-federal funds to be obligated/encumbered each program year per project or phase of project, the total amount of funds already obligated or encumbered per project or phase of project, and the estimated amount for any phase beyond the TIP period
 - identification of the agency or agencies responsible for implementing the project
- Work with all project sponsors to provide any additional information that needs to be included with each project as it is listed in the program.
 - The appropriate portions of the attached metropolitan TIP checklist must be completed by each MPO/public transportation property(ies) and by RPO/public transportation property(ies) and submitted to the Department with the approved TIP. Program Center staff will complete the remaining portions of the checklist and forward it to FHWA/FTA with the STIP. The Program Center will complete a statewide checklist similar to the metropolitan checklist and forward it to FHWA/FTA with the STIP.
 - After each TIP is approved by an MPO/RPO, the following information needs to be submitted to PennDOT – (1) cover letter which documents that the MPO/RPO adopted the TIP and on what date; (2) highway and bridge program project listing (public version with long narratives); (3) public transportation program project listing (public version); (4) public transportation financial capacity analysis (MPOs only); (5) air quality conformity determination report in non-attainment areas only; (6) air quality resolution (nonattainment MPOs only); (7) self-certification resolution including significant documentation for non-TMA MPOs to indicate compliance (MPOs only); (8) TIP modification procedures; (9) documentation of the 30-day public comment period (copy of the block ad, list of comments received and responses to the comments); (10) environmental justice (EJ) summary; (11) documentation of the project selection process; (12) public participation plan; and (13) TIP checklist. Five copies of this information must be provided to the Program Center in PennDOT by mid-July 2008.

PROGRAM DEVELOPMENT:

- In order to adequately maintain, operate and preserve existing transportation facilities (especially for highways and bridges), the Department and its partners shall undertake the following activities: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation programs; and implement projects as part of annual budgets.
- The amount of (if any) bridge transfer will be collectively determined by each MPO, RPO and the Department. Federal law allows each state to transfer up to 50% of its federal bridge funds to other highway funding categories. This transfer in any one MPO or RPO may help to address the highway needs that have been and continue to be identified. Nevertheless, each planning partner should strive to significantly reduce the number of structurally deficient bridges and to address bridge preservation

needs over time.

- The Districts will develop a list of priority needs for the operation and preservation of the interstates and expressways, betterments, bridge replacements, rehabilitation and preservation projects, and safety and congestion reduction projects, and will share that information with the appropriate MPOs and RPOs by 10/15/2007. Together with local priorities, this information will serve as the basis to begin the 2009 Program development.
- The management and monitoring systems, corridor studies, needs and feasibility studies and environmental clearance documents will be used as decision-support tools in the development of long range transportation plans and short range programs.
- Include all types and categories of projects (federal, state, local, private, special federal, turnpike, airport, rail, infrastructure bank, partnership, etc.) in the Program.
- Public transportation operators will coordinate and cooperate with the MPO/RPO and the Department in the development of the public transportation portion of the 2009 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources.
- Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the Metropolitan Planning Organization, Rural Planning Organization, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).
- Utilize innovative financing mechanisms, as appropriate and applicable, to increase the effectiveness of the program.
- Continue to standardize programming products (highway and public transportation project listings); develop uniform submissions to simplify reviews; and automate/computerize the programming process over time.
- Projects that are air quality exempt (e.g., betterment, transportation enhancement, bridge, rail/highway grade crossing, Section 5310, etc.) may be grouped into line items for inclusion in the program, with project specific listings to be developed at a later time by project sponsors and provided to all partners.
- In all cases, projects to be included in the 2009 Transportation Program will be selected cooperatively and collaboratively by the Metropolitan Planning Organizations, Rural Planning Organizations, PennDOT and State Transportation Commission with input from other involved interested parties, primarily with regard to projects in the TIPs/first four years of the Twelve Year Program.
- As each planning partner and PennDOT staff continue to refine and finalize the 2009 Program, special attention must be placed on projects or phases of projects that may be or will be carried over from the 2007 Program; this matter needs to be carefully considered during the January through mid-March 2008 time frame. Set asides (line item reserves) in the 2009 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs, unforeseen advance construct conversions, updated cost estimates and other actions which might occur between program drafting and initiation.

- Planning partners (MPOs and RPOs) will assist the Department and the State Transportation Commission (STC) in the following ways regarding the remaining eight years in the Twelve Year Program. Phases of projects that are not fully funded in the four years of the TIP will be carried over and shown in the last eight years of the Twelve Year Program. The vast majority of the funds in the remaining eight years will be covered by line items. To illustrate the linkage between planning partner long range plans and the 2009 Program, each planning partner will assist PennDOT staff and the STC in preparing a narrative that will be included in the Twelve Year Program document that illustrates a few of the major projects being advanced in that county or region over the next eight years and beyond.
- Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects for the remaining eight years of the Twelve Year Program. Planning partners may identify and propose projects or phases of projects from their fiscally constrained long range transportation plans to PennDOT/State Transportation Commission for possible inclusion in the remaining eight years of the Twelve Year Program. On a case by case basis, the Secretary of Transportation will recommend to the State Transportation Commission additional projects or phases of projects to be listed in the remaining eight years of the Twelve Year Program.

PROGRAM ADMINISTRATION:

- Recognize that programs are developed around transportation funding authorization levels and that annual obligation authority levels will restrict program/project implementation.
- Projects in the first year of the program shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. Expedited selection procedures may be used if agreed to by each Metropolitan Planning Organization and Rural Planning Organization, via modification procedures. The modification procedures that were approved by each MPO and RPO for the 2007 Program should be used as a starting point for the development of each planning partner's 2009 Program modification procedures.
- It is recommended that project selection requirements and program modification procedures permit the movement of projects or phases of projects anywhere within the first four years of the Statewide Transportation Improvement Program or the Metropolitan Planning Organization/Rural Planning Organization Transportation Improvement Programs, while maintaining year by year financial constraints.
- Coordinate program amendments with all partners to insure that the metropolitan and rural Transportation Improvement Programs and the Statewide Transportation Improvement Program are consistent with the Twelve Year Program and county/regional long range plans and vice versa and work toward the development and implementation of streamlined amendment approval processes.

PROGRAM MONITORING:

- Work toward more effective program and project monitoring that is done in "real time" through project database information sharing as a part of PennDOT's Multimodal Project Management System (MPMS).
- Track progress of program and project implementation and share the findings with the planning

partners and the public. (This is a SAFETEA-LU requirement for state DOTs, MPOs and public transportation properties.) This is the MPO/RPO Progress Report detailing obligations that is sent by PennDOT to the MPO/RPOs quarterly.

- Utilize MPMS Maps mapping capabilities to better describe project/program details. Upon request, PennDOT will provide the GIS location data for projects to the MPO/RPO for its GIS use.
- MPOs and RPOs are encouraged to track major changes to county and municipal comprehensive plans and zoning ordinances to determine their effects on transportation planning and programming decision-making.
- Once finalized, all 2009 Program guidance and the 2009 Program development schedule will be placed on the PennDOT website, www.dot.state.pa.us.

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**Metropolitan & Rural
2009-2012 Transportation Improvement Program
Checklist**

Planning Partner to Complete:

Planning Partner: _____
 Non-attainment or Maintenance Area? _____
 Transportation Management Area? _____

1. Public Participation Documentation:

Public comment period starting and ending dates: _____

Public meeting(s) – Date/Time/Location: _____

Public meeting notice contains info about special needs/ADA compliance? _____

Was the site of the public meeting accessible to transit? _____

Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process? _____

Does the summary explain the project selection process and/or project evaluation criteria procedures? _____

EJ analysis and documentation: _____

Public involvement outreach and activities consistent with the adopted Public Participation Plan? _____

Were any public comments (written or verbal) received and addressed? _____

2. TIP Adoption:

Date TIP Adopted by Planning Partner: _____

3. TIP Consistency with LRTP:

Is the Long Range Transportation Plan (LRTP) SAFETEA-LU compliant? _____

Is the TIP consistent with LRTP? _____

Years Covered by LRTP: _____

Date LRTP Adopted by Planning Partner: _____

Anticipated Date for New LRTP: _____

4. Air Quality Non-attainment and Maintenance Areas:

Is the area in an AQ non-attainment or maintenance area?

If yes, then answer the following questions:

Have all projects been screened through an interagency consultation process? _____

Date of interagency consultation meeting/discussion? _____

Has a conformity determination been made for the LRTP? _____

Conformity Date for the LRTP: _____

5. Financial Constraint:

Is the TIP financially constrained, by year, according to the Financial Guidance Work Group (FGWG) allocations? _____

Any additional funds programmed above the FGWG allocations (i.e. Spike Funds): _____

Any Comments: _____

6. MPO Self-Certification:

Does the TIP submittal contain the MPO self-certification resolution? _____

For the non-TMA MPOs, does the self-certification contain documentation to indicate compliancy? _____

7. Transit Fiscal Disclosure, including O & M statement? _____

8. Does the TIP include the required information, as documented in the General & Procedural Guidance? _____

Completed by: _____ Date: _____

PennDOT Central Program to Complete:

1. Was the TIP included in the STIP without modification? _____

2. Date Governor Approved: _____

3. Were the TIP projects screened against the individual funding program eligibility requirements? _____

Reviewed and verified by: _____ Date: _____

NOTES/COMMENTS:

FHWA to Complete:

1. Was the required information, as documented in the General & Procedural Guidance, submitted? _____

2. Does the TIP financial information contain systems-level estimates of cost and revenue sources? _____

3. Do project cost estimates reflect "year of expenditure dollars"? _____

4. Does the TIP include all the requirements for each project or phase as identified in 450.324?

(1) Sufficient descriptive material? _____

(2) Estimated total cost, which may extend beyond TIP? _____

(3) Amount of federal funds to be obligated during each program year? _____

2009 _____

2010 _____

2011 _____

2012 _____

(4) Identify the agency to implement the project or phase? _____

(5) In non-attainment and maintenance areas, identify TCMs projects in the applicable SIP? _____

(6) In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis? _____

(7) Identify criteria and process for prioritizing projects in the TIP and any changes in priorities from the previous TIP? _____

(8) List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects? _____

5. Does the TIP contain project selection procedures agreed to by PennDOT, the transit operator, and the planning partner in order to modify the TIP? _____

6. Any issues to be incorporated into the Planning Finding? _____

Reviewed by: _____ Date: _____

NOTES/COMMENTS:

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**DVRPC FY 2009 Transportation Improvement Program (TIP)
for New Jersey and Pennsylvania (2009-2012)**

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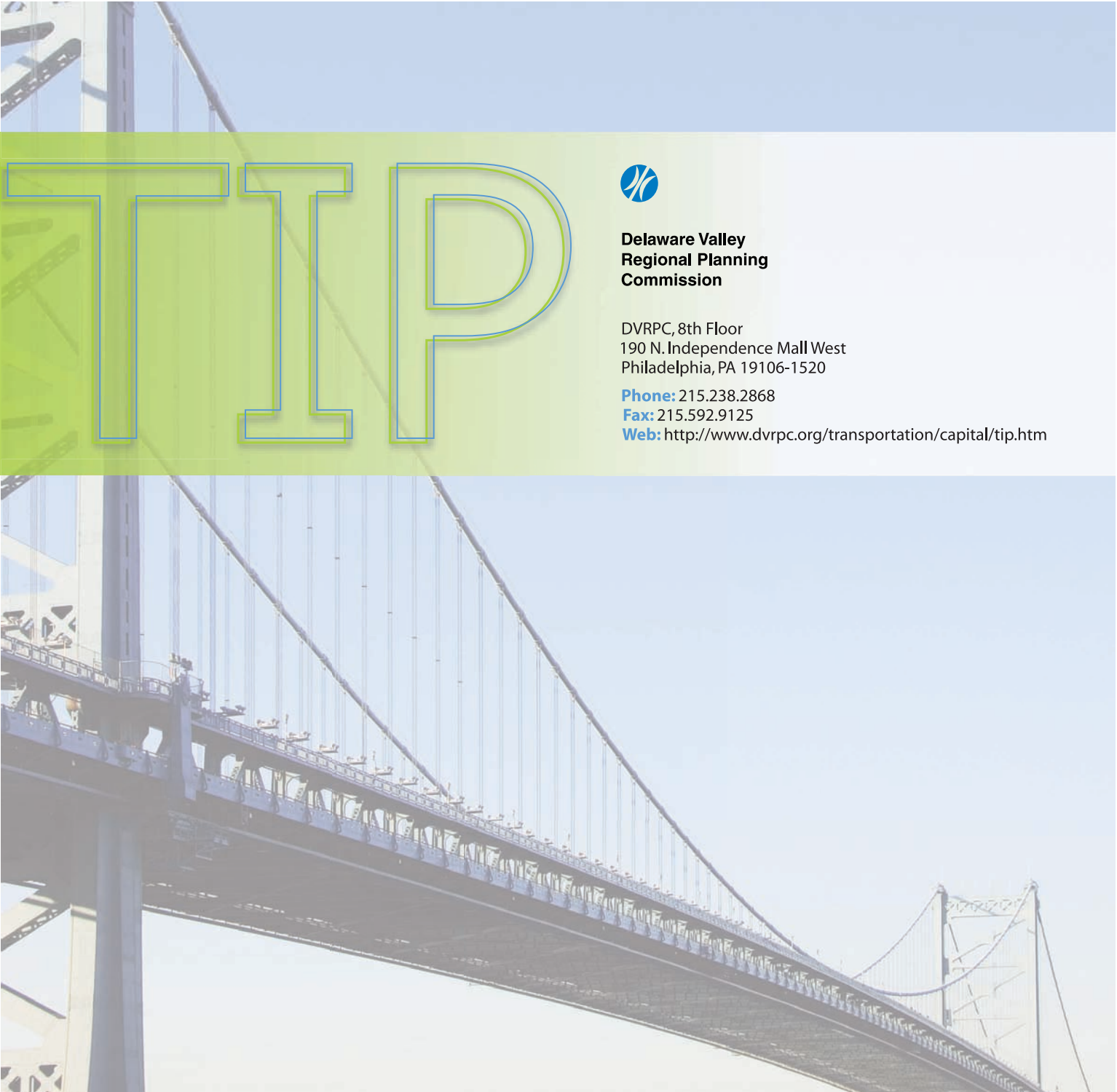
ABSTRACT

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the Pennsylvania Subregion which will seek federal funding in fiscal years 2009 to 2012. This volume also contains the following two appendices: (a) Financial Guidance used in developing the program, (b) documentation on the air quality conformity finding, and (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP.

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TIP



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