

**DRAFT**

**★ TIP** TRANSPORTATION IMPROVEMENT PROGRAM

FY2015 TIP  
for PENNSYLVANIA  
(FY2015-2018)





*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.*



The symbol in 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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## C H A P T E R 1

## General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for the Pennsylvania portion of the region (FY2015 to FY2018). DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies.

The Draft DVRPC FY2015 TIP for Pennsylvania contains over 330 projects (including the Interstate Management Program), totaling close to \$5 billion for the phases to be advanced over the next four years, an average of almost \$1.25 billion per year. Programmed funds include just under \$2.05 billion for projects primarily addressing the non-interstate highway system, and \$658 million for projects addressing the Interstate Management Program, resulting in an overall 4 year total for the Highway Program of \$2.7 billion. Additionally, there is a \$2.3 billion Transit Program for SEPTA and Pottstown Urban Transit. Chapter 2 presents financial summaries of these programs.

### The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Moving Ahead for Progress in the 21st Century Act (MAP-21), as Public Law (P.L.) 112-141, which became effective on October 1, 2012, and is slated to expire on September 30, 2014. As of this printing, it is anticipated that there will be a temporary extension of MAP-21, as it will expire prior to the beginning of federal fiscal year 2015. MAP-21 is the first multiyear highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed in 2005 and expired in 2009. MAP-21 builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. MAP-21 will spend more than \$105 billion in FY2013 and FY2014, as most of the money will be appropriated.

### What This Document Includes

The complete TIP document has been divided into multiple sections. Included is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the Pennsylvania programs, a description of the TIP Public Involvement process including issues relating to environmental justice, and an

explanation of project maps, project listings, and codes and abbreviations. This reference information is followed by project maps and indexes, and finally the project listings themselves.

At the end of the document, there are six appendices: (a) Acknowledgement of Board Resolutions (this section is purposely left blank and is reserved for signed resolutions in the final document upon Board approval), (b) State DOT Financial and Procedural Guidance used in developing the program, (c) Acknowledgement of the Executive Summary of the Draft Documentation of the Conformity Finding (the Draft Conformity Finding will be available on the DVRPC website on approximately June 14, 2014), (d) DVRPC TIP Project Benefit Criteria, (e) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (f) Acknowledgement of Summary of Public Outreach, Public Comments, and Agency Responses (this section is purposely left blank and is reserved for documentation of public outreach, public comments, and agency responses in the final document upon Board approval).

## Using the Web

The Draft TIP for Pennsylvania and the current New Jersey and Pennsylvania TIPs can also be found on the DVRPC website. The website includes an interactive method for displaying maps and project listings. During the public comment period, comments can be submitted directly to DVRPC through this interactive site. Using Google Maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP website, go to [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. DVRPC also has a new mobile website for easier viewing using a smartphone, tablet, or other mobile device that can access the Internet. If you have a smartphone with a QR Reader Application, open the application, point your camera at the QR Code symbol, and your smartphone will open up directly to the DVRPC TIP webpage. Below is the DVRPC TIP QR Code symbol:



Scan QR code with your smartphone for up-to-date information on DVRPC's TIP or visit [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

## What is the TIP?

**The TIP is the agreed-upon list of specific priority projects.** The TIP lists all projects that intend to use federal funds, along with non-federally-funded projects that are regionally significant. In the DVRPC region, the TIP also includes state-funded capital improvements (not maintenance). The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Moving Ahead for Progress in the 21st Century, or MAP-21. The list is multimodal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects.



**The TIP shows estimated costs and schedule by project phase.** The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

**The TIP covers a four-year period by regulation, follows the federal fiscal year schedule, and is updated every other year.** Federal regulation requires that the TIP cover a minimum of four federal fiscal years of programming. DVRPC TIP documents for both states demonstrate a longer planning and programming horizon (10 years for New Jersey; 12 years for Pennsylvania) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal fiscal year schedule, which begins on October 1 of a given year and ends on September 30 of the following year. The New Jersey and Pennsylvania TIPs are updated every other year, in alternate years.

**The TIP may be changed after it is adopted.** Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU), included as **Appendix E** in this document.

**The TIP is financially constrained.** The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as **Appendix B** in this document.

**The TIP is authorization to seek funding.** A project’s presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

**The TIP is not a final schedule of project implementation.** The timeframe shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

**The TIP is not a guarantee of project implementation.** Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed, or even dropped from further consideration.

## Regional Consensus

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because, before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

## How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's long-range plan, and all projects in the TIP must help implement the goals of the plan. The long-range plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the long-range plan, projects that add capacity for single-occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process, which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2040 Plan for Greater Philadelphia*, into a short-term program of improvements. For further information about the policies and strategies of *Connections 2040 Plan for Greater Philadelphia*, visit the long-range plan on the Internet at [www.dvrpc.org/LongRangePlan/](http://www.dvrpc.org/LongRangePlan/).

## How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans (SIPs) to attain national ambient air quality standards (NAAQS). A TIP meets the conformity requirements by demonstrating that the projects contained in the TIP do not cause the region to violate the NAAQS or impede the region from attaining the NAAQS. Projects in the TIP must be drawn from a conforming long-range plan. The projects in the FY2015 TIP are a subset of the regionally significant projects contained in the Connections 2040 Plan for Greater Philadelphia long-range plan.

The TIP and Plan are currently being tested for conformity in order to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx), fine particulate matter (PM-2.5) emissions are less than any applicable emissions budgets or baseline established for all analysis years. The Documentation of the Conformity Finding can be found on DVRPC's website. A complete description of the conformity procedures can be found in the Connections 2040 Plan for Greater Philadelphia long-range plan and on DVRPC's website.

## How is the TIP Funded?

The major funding source for the projects in the TIP is MAP-21, administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the State of Pennsylvania to match

federal funding in varying ratios and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

### Who Are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

### How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed its own list of projects and priorities, they are brought to DVRPC, where the Regional Technical Committee (RTC) reviews them. The RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources, and to assure consistency among projects and with the region's goals. The RTC is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, and makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

### What Happens to a Project Once It's on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves

forward—the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

### **Why is Municipal and Interest Group Involvement Important?**

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

### **In What Ways Can the Public Participate?**

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit agency managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items. The Commission's website provides a wide array of information and interactive mapping. Materials are available in hard copy in DVRPC's Resource Center, as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and to gather input.

Specifically, the public and other interest groups have the opportunity to comment on the Draft TIP before it is officially adopted by the DVRPC Board. DVRPC will conduct a 30-day public comment period and hold an open house meeting to allow the public an opportunity to present comments about the process and projects to state, county, and transit agencies, as well as

DVRPC staff. Copies of the TIP are available online, as well as at the DVRPC resource center. The TIP documents are able to be viewed on DVRPC's website at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).



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## CHAPTER 2

## Program Summaries

The Draft DVRPC FY2015 TIP for Pennsylvania contains over 330 projects (including the Interstate Management Program), totaling close to \$5 billion for the phases to be advanced over the next four years, an average of almost \$1.25 billion per year. Programmed funds include just under \$2.05 billion for projects primarily addressing the non-interstate highway system, and \$658 million for projects addressing the Interstate Management Program, resulting in an overall 4 year total for the Highway Program of \$2.7 billion. Additionally, there is a \$2.3 billion Transit Program for SEPTA and Pottstown Urban Transit. Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania and includes the Pennsylvania Statewide Interstate Management Program (IMP) for the DVRPC region.

**Table 1: TIP Cost Summary by County and Transit Operator, Southeastern Pennsylvania (\$000)**

	FY2015	FY2016	FY2017	FY2018	FY2015- FY2018 Total
<b>Highway Program</b>					
Bucks County	\$121,719	\$153,124	\$153,136	\$122,135	\$550,114
Chester County	\$31,717	\$57,112	\$60,055	\$14,207	\$163,091
Delaware County	\$62,955	\$45,115	\$69,692	\$91,787	\$269,549
Montgomery County	\$61,370	\$84,949	\$117,531	\$99,207	\$363,057
Philadelphia County	\$152,670	\$134,195	\$111,539	\$98,355	\$496,759
Various Counties	\$47,829	\$51,814	\$39,420	\$66,105	\$205,168
<b>Regional Highway Program Subtotal Cost</b>	<b>\$478,260</b>	<b>\$526,309</b>	<b>\$551,373</b>	<b>\$491,796</b>	<b>\$2,047,738</b>
-Interstate – Montgomery County	\$1,392	\$0	\$3,162	\$0	\$4,554
-Interstate - Philadelphia County	\$151,828	\$188,673	\$173,366	\$139,845	\$653,712
<b>Interstate Program Subtotal</b>	<b>\$153,220</b>	<b>\$188,673</b>	<b>\$176,528</b>	<b>\$139,845</b>	<b>\$658,266</b>
<b>Highway Regional and Interstate Program Total Cost</b>	<b>\$631,480</b>	<b>\$714,982</b>	<b>\$727,901</b>	<b>\$631,641</b>	<b>\$2,706,004</b>
<b>Transit Program</b>					
SEPTA	\$548,041	\$567,311	\$567,995	\$598,724	\$2,282,071
Pottstown	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927
<b>Transit Program Subtotal Cost</b>	<b>\$550,283</b>	<b>\$569,372</b>	<b>\$570,081</b>	<b>\$602,262</b>	<b>\$2,291,998</b>
<b>Grand Total Cost – 4-Year Highway and Transit Programs in DVRPC Region</b>					<b>\$4,998,002</b>

Source: DVRPC, 2014

## Pennsylvania Act 89 and Funding to the Region

Act 89 of 2013 is the State of Pennsylvania's new transportation funding bill that provides much-needed funding for the state's roads and bridges and transit systems. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the program for the commonwealth's highway, bridge, public transit, local government, port, aviation, and other intermodal infrastructure systems. Act 89 of 2013 eliminated the state retail gas tax paid at the pump starting January 1, 2014, and replaced it with an equivalent increase in the Oil Company Franchise Tax (OCFT). It will also remove the cap on the OCFT in thirds over five years. The majority of the Act 89 funding is distributed as state highway funding (in addition to state bridge funding); however, state highway funds are flexible in use and can be used on a variety of infrastructure including bridges if necessary, as Pennsylvania is one of the "Top 10 states" with the highest number of bridges and has high need in that area.

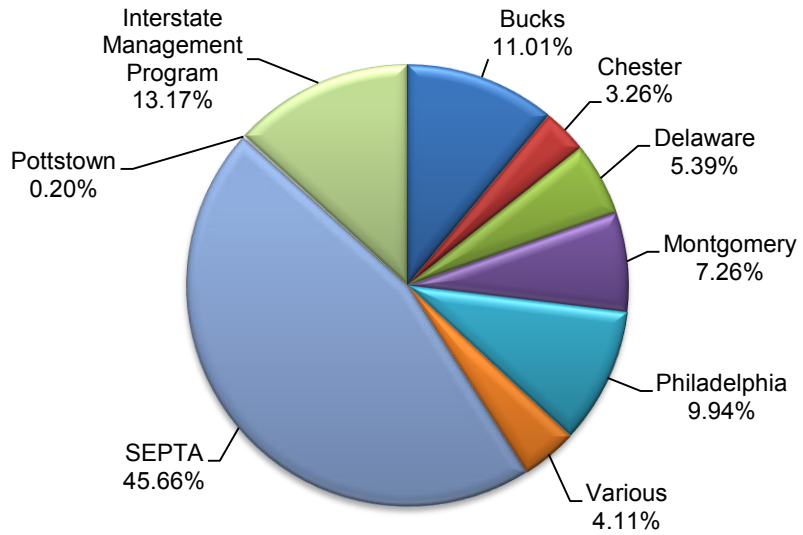
Development of Financial Guidance for the FY2015 STIP, and the division of funds statewide was significantly different than in previous years, due to changes in state (Act 89) and federal (MAP-21) funding. Fund categories changed, distribution formulas changed, and various "Statewide Reserves" were established to address various classes of roadways and fund types. Further, past allocations have tended to remain flat over the first four years of the TIP, but Act 89 grows over time and a four-year ramp-up of highway and bridge funding can be observed beginning with \$98,911,000 (Highway and Bridge) in FY2015 and increasing to \$149,141,000 in FY2018 for the DVRPC region. Further increases over time are also projected. Finally, an additional allocation of \$99,783,000 State Act 89 funding in FY2014 was also distributed to the DVRPC region and provided a "jump-start" to get shovel-ready projects let for construction.

Regarding funding to the Statewide Interstate Management Program (IMP) which is managed statewide, PennDOT's Financial Guidance (Appendix B) indicates that \$1,611,854,000 would be distributed (statewide) to projects in the IMP. The distribution of funds to the IMP increased by 43 percent to \$2,303,215,155 over the four years due to an overwhelming need and the MAP-21 emphasis to maintain federal aid roadways. For projects programmed during the FY15-FY18 time period, \$658,266,000 or 28.6 percent of IMP funds have been distributed to the DVRPC region.

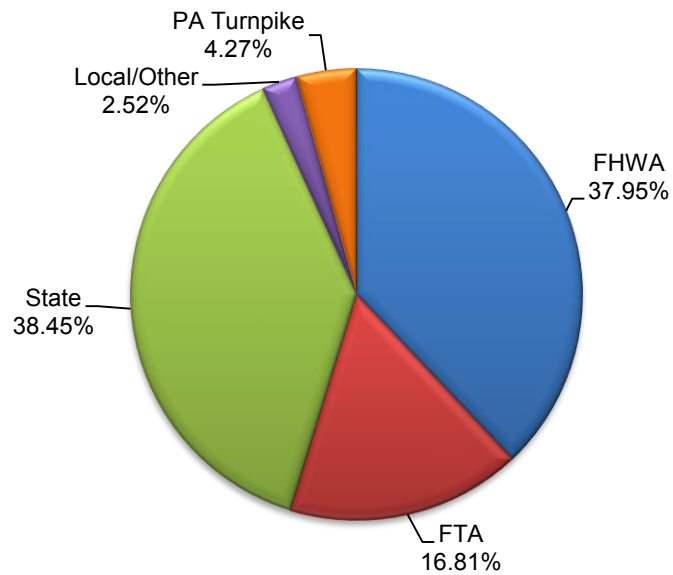
In addition to funds provided by the IMP, and according to the PennDOT Financial Guidance which establishes base funding levels for the highway and transit programs, the DVRPC region receives close to 24 percent (\$1,556,461,000) of the \$6.6 billion in resources from the formula highway funds distributed to MPO's and RPO's in the state, and 64 percent (\$2,215,840,000) of \$3.5 billion in resources for the Transit Program. Overall, 37.5 percent (\$3,772,301,000) of \$10 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY2015-2018) of the STIP is allocated to the DVRPC region. For details, see PennDOT's Financial Guidance in Appendix B of this document which reflects the region's core funding programs. These Guidance numbers vary from actual programming levels as seen in Table 1 due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves.

**Figure 1: Cost Summaries for Southeastern Pennsylvania (Highway and Transit Programs)**

**By County & Operator**



**By Funding Source**



**Table 2: Cost by TIP and Interstate Funding Category (000's)<sup>1</sup>**

TIP FUND	FY2015	FY2016	FY2017	FY2018	FY 2015–2018	LFY 2019–2022	LFY 2023–2026	Total LFYs 2019–2026
<b>Highway Program</b>								
B-State (179,183, 185)	\$42,522	\$42,362	\$47,609	\$44,447	\$176,940	\$194,405	\$177,788	<b>\$372,193</b>
ARLE (244)	\$1,725	\$0	\$0	\$0	\$1,725	\$0	\$0	<b>\$0</b>
H-State (581)	\$64,409	\$85,372	\$114,051	\$108,719	\$372,551	\$501,385	\$444,117	<b>\$945,502</b>
Bridge Off	\$10,074	\$10,074	\$10,074	\$10,074	\$40,296	\$40,296	\$40,296	<b>\$80,592</b>
CAQ	\$30,904	\$30,904	\$30,904	\$30,904	\$123,616	\$123,616	\$123,616	<b>\$247,232</b>
FLEX	\$17,083	\$17,083	\$17,083	\$17,083	\$68,332	\$68,332	\$68,332	<b>\$136,664</b>
HCB	\$252	\$40	\$0	\$0	\$292	\$1280	\$0	<b>\$1280</b>
HSIP	\$11,858	\$11,858	\$11,858	\$11,858	\$47,432	\$47,432	\$47,432	<b>\$94,864</b>
LOC	\$14,274	\$9,799	\$11,557	\$8,308	\$43,938	\$19,380	\$5,285	<b>\$24,665</b>
NHPP	\$219,515	\$252,833	\$255,074	\$226,885	\$954,307	\$1,053,303	\$1,372,346	<b>\$2,889,649</b>
SPK-NHPP	\$80,000	\$70,000	\$60,000	\$61,500	\$271,500	\$225,300	\$0	<b>\$225,300</b>
SPK-SH	\$750	\$0	\$0	\$0	\$750	\$0	\$0	<b>\$0</b>
SRTSF	\$1,477	\$1,000	\$0	\$0	\$2,477	\$0	\$0	<b>\$0</b>
STP	\$20,703	\$20,703	\$20,703	\$20,703	\$82,812	\$82,812	\$82,812	<b>\$165,624</b>
STU	\$61,224	\$61,224	\$61,224	\$61,224	\$244,896	\$244,896	\$244,896	<b>\$489,792</b>
SXF	\$15,378	\$15,448	\$8,482	\$6,154	\$45,462	\$5,814	\$0	<b>\$5,814</b>
TAU	\$3,782	\$3,782	\$3,782	\$3,782	\$15,128	\$15,128	\$15,128	<b>\$30,256</b>
TOLL-MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
TPK	\$35,550	\$82,500	\$75,500	\$20,000	\$213,550	\$0	\$0	<b>\$0</b>
<b>TOTAL</b>	<b>\$631,480</b>	<b>\$714,982</b>	<b>\$727,901</b>	<b>\$631,641</b>	<b>\$2,706,004</b>	<b>\$2,623,379</b>	<b>\$2,622,048</b>	<b>\$5,709,427</b>

Source: DVRPC, 2014

<sup>1</sup> The TIP fund categories are explained in the Codes and Abbreviations section beginning on page 37.

**Table 2: Cost by TIP and Interstate Funding Category (000's) (Continued)<sup>2</sup>**

TIP FUND	FY2015	FY2016	FY2017	FY2018	FY 2015–2018	LFY 2019–2022	LFY 2023–2026	Total LFYs 2019–2026
<b>Transit Program</b>								
1513	\$1,100	\$1,100	\$1,100	\$1,100	\$4,400	\$1,100	\$0	<b>\$1,100</b>
1514	\$283,067	\$305,182	\$305,906	\$335,725	\$1,229,880	\$1,377,805	\$1,422,376	<b>\$2,800,181</b>
1517	\$35	\$20	\$70	\$28	\$153	\$50	\$0	<b>\$50</b>
5307	\$101,882	\$101,782	\$101,782	\$103,282	\$408,728	\$405,228	\$403,928	<b>\$809,156</b>
5337	\$99,611	\$99,611	\$99,611	\$99,611	\$398,444	\$398,444	\$398,444	<b>\$796,888</b>
5339	\$8,234	\$8,234	\$8,234	\$8,234	\$32,936	\$32,936	\$32,936	<b>\$65,872</b>
LOC	\$19,712	\$20,436	\$20,461	\$21,450	\$82,059	\$85,612	\$85,385	<b>\$170,997</b>
PTAF 44	\$33,142	\$33,007	\$32,917	\$32,832	\$131,898	\$96,314	\$51,744	<b>\$148,058</b>
RACP	\$3,500	\$0	\$0	\$0	\$3,500	\$0	\$0	<b>\$0</b>
<b>TOTAL</b>	<b>\$550,283</b>	<b>\$569,372</b>	<b>\$570,081</b>	<b>\$602,262</b>	<b>\$2,291,998</b>	<b>\$2,397,489</b>	<b>\$2,394,813</b>	<b>\$4,792,302</b>
Grand Total Cost – 4-Year Highway and Transit Program								
<b>DVRPC Total</b>	<b>\$1,181,763</b>	<b>\$1,284,354</b>	<b>\$1,297,982</b>	<b>\$1,233,903</b>	<b>\$4,998,002</b>	<b>\$5,020,868</b>	<b>\$5,016,861</b>	<b>\$10,501,729</b>

Source: DVRPC, 2014

<sup>2</sup> The TIP fund categories are explained in the Codes and Abbreviations section beginning on page 37.

## Financial Constraint

At the beginning of each TIP update, the state DOT develops a four-year “financial guidance” for use by DVRPC and other Metropolitan Planning Organizations (MPOs). The financial guidance establishes highway and transit funding levels that 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 and Procedural Guidance is included in Appendix B. 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 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

The Draft DVRPC FY2015 TIP for Pennsylvania makes information available for project costs beyond the formal four-year (FY2015 to FY2018) constrained period of the TIP. Project phases appear in these “Later Fiscal Years” (LFY) because it may take several years before the phase can advance due either to the technical effort that needs to be completed, or to the severe funding constraints on the region. In any case, project costs that show in the TIP under “Later Fiscal Years” (FY2019 to 2026) do not technically have available or committed funding and cannot be federally authorized since they fall outside of the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the Draft FY2015 TIP does show a financially constrained 12-year program from FY2015 to FY2026, using assumptions of funding levels that are currently available.

The Interstate Management Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP), was created to proactively address the maintenance and reconstruction of the state’s aging Interstate infrastructure. An average of \$576 million per year (FY2015 to FY2018) will be used statewide, utilizing all federal National Highway Performance Program Funds that these miles/bridges represent, plus the appropriate state match. Those funds have been removed from what was previously allocated to the various regions throughout the state, but which are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 20 projects in the region, totaling over \$658 million, which are included in the IMP over the four years FY2015 to FY2018. Those highway projects, for I-95 in the City of Philadelphia and I-76 in Montgomery County, are listed at the end of the Montgomery County and Philadelphia project sections, as well as in a separate Interstate Management Program section. The I-95/322 interchange in Delaware County is also now included in the 12-year IMP in the 3<sup>rd</sup> four years.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis, showing that the agency is capable of maintaining its existing operations, as well as taking on new capital projects and new services.

SEPTA certifies annually to its financial capacity as part of the Federal Transit Administration (FTA) Certifications and Assurances, under Category XV. In addition, the FTA conducts Triennial Reviews of SEPTA's compliance in 24 different areas, including financial. The final report for the 2011 Triennial Review for SEPTA 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 and updated SEPTA Financial Capacity Analysis is included in this document.

## TIP Development, and Project Selection and Evaluation Process

The DVRPC TIP project selection process is consensus based in combination with newly updated TIP project selection criteria for new projects. All project costs and schedules were updated by PennDOT project managers and stakeholder subcommittee members. Subcommittee members reviewed projects and identified highest priorities. A series of subcommittee meetings were held where costs and schedules were further reviewed and concerns vetted and negotiated. New projects, and projects that were added back into the program after being on hold due to funding constraints, were evaluated using new performance-based measures (see Appendix D for details on TIP Project Benefit Criteria). A 12-year constrained programming horizon was developed for both the highway and transit programs. A constrained draft program will be put out for a 30-day public comment period, and the program with recommended changes is expected to be adopted by the DVRPC Board on July 24, 2014.

New federal MAP-21 legislation was used as guidance for this TIP update. Among MAP-21's reforms is the creation of 13 performance measures related to the nation's Interstate and National Highway System road networks, and a set of criteria related to the transit system. While USDOT has not yet identified all criteria, national goals have been identified for the Interstate and National Highway System: Infrastructure Condition, System Reliability, Congestion Reduction, Environmental Sustainability, Freight Movement and Economic Vitality, and Reduced Project Delivery Delays. MAP-21 will further several important goals for transit, including safety, state of good repair, performance, and program efficiency.

DVRPC updated TIP Project Benefit Criteria that would proactively position the region to address MAP-21 requirements and that would further link to the goals of the long-range plan. This effort considered all types of nonmajor roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects, and ultimately establishes universal benefit criteria that can be used to evaluate both highway and transit projects, as well as projects in both the DVRPC Pennsylvania and New Jersey counties. For specific, large-scale major regional long-range plan projects, or those using special fund categories, more specific project evaluation criteria will continue to be used. It is also important to note that the benefit criteria analysis is only one consideration in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types are all factors that play into consensus-based TIP project selection.

Only new TIP candidate projects and those that were on the list previously known as the "Illustrative Unfunded List" went through the benefit evaluation process. Roadway funded projects

can also be screened via PennDOT's Linking Planning and NEPA (LPN) process, which can identify project readiness, community support, potential historic preservation, cultural resource, or environmental resource impacts. Transit agencies will screen projects internally before submitting them for more evaluation.

The following universal project benefit criteria have been established for the Transportation Improvement Program:

- ▶ Facility/Asset Condition – project brings a facility or asset into a state-of-good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating.
- ▶ Safety – safety critical for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure.
- ▶ Reduce Congestion – location in CMP (Congestion Management Process) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats.
- ▶ Invest in Centers – location in Connections 2040 Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key centers.
- ▶ Facility/Asset Use – daily vehicle miles traveled (VMT), trucks, and transit ridership.
- ▶ Economic Competitiveness – reduced operating/maintenance costs, or part of an economic development or TOD project.
- ▶ Multimodal Bike/Pedestrian – bicyclists and pedestrians using the facility, new trails, sidewalks, or bike lanes, and connections to other multimodal facilities.
- ▶ Environmental Justice – benefits high “Indicators of Potential Disadvantage” (IPD – previously known as Degrees of Disadvantage or “DOD”) communities.
- ▶ Air Quality/Green Design – stresses air-quality benefits and incorporates environmentally friendly principals.

Please see the full version of the DVRPC TIP Project Evaluation Criteria found in Appendix D.



## Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of over 350 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2040 Plan for Greater Philadelphia*, the region's long-range plan. Those four areas are: Core Cities (Philadelphia and Chester City in southeastern Pennsylvania, and Trenton and Camden City in New Jersey); Developed Communities, which represent the region's older suburbs; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

As the implementation tool of the long-range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Planning areas for all Pennsylvania TIP projects are included on each project listing in the Draft DVRPC FY2015 TIP document for Pennsylvania, and can be found in the current DVRPC FY2014 TIP for New Jersey. A more complete discussion and illustration of planning areas can be found in the *Connections 2040: Plan for Greater Philadelphia* long-range plan on the DVRPC website at [www.dvrpc.org/LongRangePlan](http://www.dvrpc.org/LongRangePlan).

## Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion. It provides information on transportation system performance and identifies specific multimodal strategies for all locations in the region to minimize congestion and enhance the ability of people and goods to reach their destinations. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to roadway and transit capacity. The CMP advances the goals of the DVRPC long-range plan and strengthens the connection between the plan and the TIP.

In coordination with other management systems, the CMP serves the following purposes:

- ▶ It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- ▶ It helps with reviewing and prioritizing the list of existing study and development proposals and with feeding new ones into the pipeline.
- ▶ It is used in selecting corridor studies for DVRPC, which later results in Study and Development proposals, along with other means of follow through.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where projects that increase Major Single-Occupancy Vehicle (SOV) capacity are consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and to get the

most value from the investment. For the most effective coordination, project managers are encouraged to contact DVRPC early in the planning phases to check whether project alternatives are consistent with the CMP.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns, and those projects are noted as such in their TIP descriptions. The Major SOV review considers, though is not determined by, projects modeled for air-quality conformity purposes and studies considered likely to result in nonexempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on approximately a three-year cycle. Further information about the CMP can be obtained from the DVRPC resource center or on DVRPC's website at [www.dvrpc.org/CongestionManagement](http://www.dvrpc.org/CongestionManagement).

## Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia-Camden-Trenton region as an international freight center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based freight advisory committee provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects that facilitate the flow of goods and promote economic development in concert with community goals.

The Delaware Valley contains an impressive freight transportation network, consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC recently developed the PhillyFreightFinder freight mapping and data platform for the Delaware Valley, including access to the PhillyFreightFinder application.

This web-based mapping application can be found at [www.dvrpc.org/webmaps/PhillyFreightFinder/index.htm](http://www.dvrpc.org/webmaps/PhillyFreightFinder/index.htm). It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder contains 20 individual layers of infrastructure and facilities that are organized into seven categories. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Program at DVRPC can be obtained from DVRPC's website at [www.dvrpc.org/freight](http://www.dvrpc.org/freight).

Projects listed in Table 3 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits that they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers.

The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

## Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in the Pennsylvania portion of this region (Pennsylvania Turnpike Commission, Delaware River Port Authority/PATCO, Delaware River Joint Toll Bridge Commission, etc.) undertake numerous significant highway and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed, along with their associated costs, in Table 4.

## Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and subarea studies currently underway are likely to generate future TIP projects. An EIS is an in-depth technical analysis of the significant environmental impacts of a project, which identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a Transportation Investment Study (TIS) is to provide policy-level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program (UPWP), also known as the Work Program, identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Table 5. Not included in Table 5 are studies that already appear in the Draft FY2015 TIP for Pennsylvania.

## Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program and Transportation Alternatives Program.

## DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in air-quality nonattainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from mobile sources. The types of projects that are eligible for CMAQ funding include public transit improvements; bicycle and pedestrian facilities; outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by a public agency or a public-private partnership. A CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. In October 2012, the DVRPC Board finalized the most recent round of the DVRPC Competitive CMAQ Program by selecting 16 projects for funding in the DVRPC Pennsylvania counties. DVRPC may undertake a new competitive round in the next couple of years, depending on the success of the 2012 Competitive CMAQ Program.

## Transportation Alternatives Program

MAP-21 introduced fundamental changes to the administration of local programs, including those that previously existed as separate programs in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) legislation. Transportation Enhancements (TE), Safe Routes to School (SRTS), Scenic Byways (Byways) and the Recreational Trails Program (RTP) are now consolidated into the Transportation Alternatives Program (TAP). With the exception of the RTP, which takes funding “off the top”, the eligible activities from the previous SAFETEA-LU programs now compete against each other for funding.

Other significant changes in the Transportation Alternatives Program include that there is now a direct allocation of TAP funds to urbanized areas with populations greater than 200,000, and all TAP funds must be awarded through a competitive process whether the funds be the regional MPO funds or from the statewide allocation.

Transportation alternatives projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility. Annually, \$3,781,850 TAP funds are made available per MAP-21 directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round of two years’ worth of MPO funding occurred in spring of 2014, with final project selections expected in summer of 2014. Even though MAP-21 is only a two year authorization, funds are shown in all twelve years of the TIP in anticipation of continuing resolutions or a new reauthorization. For the DVRPC regional funding, priority is given to the following project types: Bicycle and Pedestrian Facilities; Conversion of Abandoned Railway Corridors to Trails; and Stormwater Management. The four DVRPC Pennsylvania counties and the City of Philadelphia during the regional TAP selection rounds are involved in project evaluation and formulating recommendations for the DVRPC Board. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. In addition to the regional MPO funding, there is a Statewide Transportation Alternatives Program administered by PennDOT totaling \$26,000,000 (also 2 years’ worth of funding) for which sponsors across the state may apply, with project selection to take place in the summer/early fall of 2014.

To provide for the continuation of recreational trails projects, MAP-21 directs each state to set aside a portion of its TAP funds for projects relating to recreational trails, unless a state exercises the “opt out” option. In Pennsylvania, the program will continue and will be administered by the Department of Conservation and Natural Resources (DCNR). Guidance for the Recreational Trails Program remains relatively unchanged.

**Table 3: Supporting Projects That Facilitate Goods Movement and Economic Development**

Supporting Project	MPMS	County
<b><i>Advances Safety/Security</i></b>		
Railroad/Highway Grade Crossings	36927	Various
<b><i>Balances Freight Operational Needs with Community Goals</i></b>		
Chester City Access Improvements II	70245	Delaware
<b><i>Eliminates Bottlenecks /Upgrades Bridges/Improves Intersections</i></b>		
PA 41, Gap Newport Pike Bridge Over Valley Creek	69917	Chester
<b><i>Enhances Central Business Districts</i></b>		
PA 263, York Road Hatboro Revitalization	74817	Montgomery
<b><i>Improves Distribution Patterns and Supply Chains/Modernizes Interchanges and Ramps</i></b>		
I-95/PA Turnpike Interchanges	13347, 95439, 95444	Bucks
<b><i>Improves the Environment/Reduces Congestion</i></b>		
US 322, Environmental Mitigation	69815	Delaware
<b><i>Maintains Primary Truck Routes and Highways of Regional Significance</i></b>		
I-95 Reconstruction	79686	Philadelphia
<b><i>Maximizes Freight Railroads</i></b>		
West Trenton Line Separation Project	98235	Bucks
<b><i>Promotes Commerce and Tourism</i></b>		
River Crossing Complex: Valley Forge National Historic Park	66952	Montgomery
<b><i>Provides Increased Capacity</i></b>		
US 202, Exton Bypass to Route 29	64498	Chester
<b><i>Serves Ports, Airports, Freight Centers, Manufacturing Site/Improves NHS Intermodal Connectors</i></b>		
PRPA Access Project	74841	Philadelphia
<b><i>Speeds Deliveries/Modernizes Communications</i></b>		
Quakertown Joint Closed Loop Signal System SR: 0309	57635	Bucks

Source: DVRPC, 2014

**Table 4: Toll Authority Highway and Port-Related Projects**

<b>Pennsylvania Turnpike Commission Specific Bridge Projects</b>		
<b><i>Design and Construction Projects</i></b>		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP. 319-326	Start Construction 2015	\$230,000,000
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-319	Design Ends 2016	\$175,000,000
I-76, Replacement of Yellow Springs Road bridge over the Turnpike (T-488)	Construction Ends: 2016	\$5,000,000
I-276/I-95 Interchange	Design Ends 2013; Construction of Phase 1 Ends 2018	\$435,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale A20-A26	Construction Ends 2014	\$151,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale A26-A31(Wambold Road Included)	Construction Ends 2016	\$198,000,000
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown	Design ends 2019 Construction Ends 2022	\$550,000,000

Source: DVRPC, 2014

**Table 4: Toll Authority Highway and Port Related Projects (Continued)**

<b>Delaware River Port Authority/PATCO</b>		
<b><i>Specific Bridge Projects</i></b>		
Walt Whitman Redeck Suspended Span and Anchorage Spans - Design & Construction	2013 to 2015	\$50,000,000
Walt Whitman Bridge Deleading and Repainting - Phase 3	2013 to 2016	\$70,500,000
Benjamin Franklin Bridge Deck Resurfacing	2014 to 2016	\$10,500,000
Commodore Barry Bridge Deleading and Repainting	2013 to 2016	\$86,500,000
<b><i>System-Wide Projects</i></b>		
Facility Security	2013 to 2016	\$31,007,000
Rehabilitation of PATCO Fleet	2013 to 2016	\$151,500,000
<b>Delaware River Joint Toll Bridge Commission</b>		
<b><i>Specific Bridge Projects</i></b>		
I-95 Scudder Falls Bridge Improvement Project	2015 to 2019	\$344,200,000
Trenton – Morrisville TB & Lower Trenton TSB Approach Roadways Improvements	2015	\$2,500,000
<b><i>System-Wide Projects</i></b>		
None		

Source: DVRPC, 2014

**Table 5: Selected Transportation Studies**

<b>Studies Currently Underway</b>	<b>Sponsor(s)</b>
Quakertown Rail Restoration	TMA Bucks
PATCO Philadelphia Waterfront Transit Expansion	DRPA/PATCO
PA Turnpike Midcounty to Bensalem	Bucks and Montgomery Counties
US Route 202 Section 100	PennDOT
NHSL Extension to King of Prussia	SEPTA
Roosevelt Boulevard Transit Investment Alternatives Development	City of Philadelphia
Southeastern Pennsylvania Emergency Transportation Plan	PEMA
PA Long-Range Plan and Comprehensive Freight Plan	PennDOT

Source: DVRPC 2014



## Responding to Title VI and Environmental Justice Concerns

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement, and expansion of the region's transportation system, a system that affects every resident of the Delaware Valley. Title VI of the Civil Rights Act states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The 1994 President's Executive Order on Environmental Justice (#12898) ensures "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPOs), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bistate Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ, as well as other nondiscrimination mandates, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of these laws, the Commission must:

- Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, now called the Indicators of Potential Disadvantage (IPD) Methodology, is used in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, Environmental Justice at DVRPC, which summarizes EJ and public outreach activities of the previous year and describes the methodology for evaluating the agency's long-range plan, TIP, and other projects and programs. DVRPC has a Board-approved Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and nondiscrimination mandates. The

plan outlines how Title VI and EJ considerations are reflected in the Commission's work program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. Since 2001, DVRPC has had a formal Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the public to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. In addition to public meetings, events, and various web-based and communication channels to provide ongoing input to the regional planning process, an additional outlet for public participation in DVRPC is the Public Participation Task Force, which is comprised of members from throughout Greater Philadelphia.

## Environmental Justice and the TIP

DVRPC's Transportation Improvement Program (TIP) for Pennsylvania is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated every other year, new EJ analyses and mapping are conducted, and public comment is received.

Technical EJ analysis and mapping of the TIP is based on the EJ methodology outlined in Environmental Justice at DVRPC (2013 update, publication number TM14006). Census data from 2012 is analyzed at the census tract level to identify demographic groups that may be under-represented in the planning process, or might otherwise be disproportionately impacted by planning decisions. The eight population groups currently analyzed are: households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), carless households, persons with physical disabilities, limited English proficiency, and female head of household with child.

Each census tract can contain a concentration greater than the regional average for each individual population group previously discussed that is considered regionally sensitive. Each census tract can contain zero to eight categories that are recognized as regionally sensitive. The number of sensitive demographic groups per census tract, with concentrations greater than the regional average, is referred to as Indicators of Potential Disadvantage (IPD), formerly Degrees of Disadvantage (DOD). For example, if a census tract equals or exceeds the regional average for elderly and physically disabled populations, then that census tract is said to have two IPDs. Each census tract is mapped to illustrate the number of IPDs. TIP projects are mapped to identify low-disadvantage census tracts (with 1 to 4 IPDs) and high-disadvantage census tracts (with 5 to 8 IPDs), with and without a TIP project.

**Table 6: Indicators of Potential Disadvantage Analysis Table**

Number of Indicators of Potential Disadvantage (IPD) per census tract: Non-Hispanic minority; Hispanic; Limited English Proficiency (LEP); persons with a physical disability; elderly over 75 years of age; carless households; female head of household with child; households in poverty.	Total Census Tracts (998)	Number of Census Tracts that contain a project in FY2015 to FY2018 Pennsylvania Highway TIP	Percent of Census Tracts that contain a project in FY2015 to FY2018 Pennsylvania Highway TIP	Number of Census Tracts that contain a project in FY2015 to FY2018 Pennsylvania Transit TIP	Percent of Census Tracts that contain a project in FY2015 to FY2018 Pennsylvania Transit TIP
0 IPD (Not Potentially Disadvantaged)	175	71	41 percent	8	5 percent
1-4 IPD (Potentially Disadvantaged)	530	179	34 percent	46	9 percent
5-7 IPD (Potentially More Disadvantaged)	293	95	32 percent	75	25 percent

Source: DVRPC 2014

The table above indicates that there is not a disproportionate existence of highway projects in various types of communities relative to their level of potential disadvantage. There is a higher level of existence of transit projects in census tracts with higher levels of potential disadvantage.

The location of transportation investments can greatly influence the level of mobility and accessibility within and throughout the region. DVRPC's EJ method is used to analyze the distribution of the TIP for both highway and transit programs. Not all TIP projects can be mapped due to the scale and nature of the improvement. While a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population. Consideration of Environmental Justice communities is included in the DVRPC Project Benefit Criteria which can be found in Appendix D.

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## C H A P T E R 3

## Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the underinvolved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process; therefore, DVRPC will strive to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the Draft DVRPC FY2015 TIP for Pennsylvania will open on May 30, 2014, and extends through June 30, 2014, at 5:00 p.m. (EST). There will be a public meeting held at the following location for the purpose of presenting comments on the Draft FY2015 TIP:

Thursday, June 26, 2014  
4:00 p.m.–6:00 p.m.  
American College of Physicians Building  
DVRPC 8th Floor Conference Center  
190 N. Independence Mall West  
Philadelphia, PA 19106

DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), is a vital tool in public outreach and continues to serve a useful purpose during this TIP update cycle. The entire Draft TIP document will be posted on the DVRPC website, including the date and location of the public meeting and other general information. Individuals can download and/or access TIP materials during the public comment period or any other time. In addition, an e-mail address link, [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org), is provided to facilitate the submission of comments during the public comment period.

Written comments via U.S. mail can be forwarded to:

TIP Comments  
DVRPC Public Affairs Office  
8th Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106

Comments will also be taken by fax by sending a fax transmittal to 215-592-9125.

Additionally, comments can be made online as part of DVRPC's web-based TIP public comment application located at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Users are able to click on the "Submit a comment on the Draft DVPRC FY2015 TIP for Pennsylvania" button to make general and project-specific comments. Responses provided by the appropriate agency will be posted on this website after adoption of the program. Responses will not be provided unless comments are submitted in writing during the public comment period.

For those without access to the Internet, TIP documents are available at selected area libraries (see Table 7), including the DVRPC Resource Center at the above address in Downtown Philadelphia. Call 215-592-1800 for more information.

## Public Comment Guidance

In an effort to facilitate the public comment process, we offer some extended guidance. Listed below are issues that we ask you to consider as you review the TIP document.

- Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of MAP-21?
- For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system, versus new capacity-adding projects; or nontraditional projects (such as pedestrian, bicycle, smart technology, Transportation Alternatives and Congestion Mitigation and Air Quality projects) versus the more traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, are we spending money on the right types of projects?
- Is the TIP document easy to use? How could it be improved?



Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern. However, we remind those intending to recommend new projects for the TIP that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

**Table 7: Libraries Displaying the Draft DVRPC FY2015 TIP for Pennsylvania**

Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. Derodriqz Branch Library 600 W Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Bucks County Free Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073
Chester County Library 450 Exton Square Parkway Exton, PA 19341	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	LaMott Free Library 7420 Sycamore Avenue LaMott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107		

Source: DVRPC, 2014

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## C H A P T E R 4

## Project Maps and Listings Overview

### Project Map Explanation

The maps on the following pages show the location of the projects included in the Draft DVRPC FY2015 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# under the heading TIP Projects Not Mapped.

The Internet version of the TIP, found on the DVRPC website at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP), includes an interactive method for displaying the maps and the project listings.

### Project Listing Explanation

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

#### DVRPC Region Highway and Transit Projects

The project listings are grouped by county and transit operator. The first section includes highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; the Interstate Management Program (IMP); and a listing of projects that apply to various counties. The second section includes transit projects for SEPTA and Pottstown Area Rapid Transit.

Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS). 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.

All projects within the four years of the TIP period (FY2015 to FY2018) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit

projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the four years also have phases (such as construction) that may be out in later fiscal years (LFY) FY2019 to FY2026. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.

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## Codes and Abbreviations Overview

### Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions/listings. These abbreviations and codes help to explain factors such as air-quality codes, project phases of work, and sources of funds, as well as other information described below. A sample TIP project listing, titled “Roadmap,” explaining the project description/listings, is also included as Figure 2.

#### 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. “Nonexempt” and “Exempt” projects are described below.

All nonexempt, regionally significant projects are assigned five-character alphanumeric AQ codes that begin with a four-digit “Analysis Year” (2015, 2025, 2035, or 2040), followed by either the letter “M” (model) or “O” (off-network). The “Analysis Year” indicates the year by which a project is expected to be open to traffic. “M” (modeled) means it was included as part of a group of projects in the regional transportation demand network simulation. “O” (“off-model”) means it was analyzed individually using separate software developed for the state DOTs and approved for this purpose by the Transportation Interagency Consultation Group for this analysis. For instance, a TIP project may have an AQ code of 2025O, in which case the project is identified as a regionally significant, nonexempt project expected to be open to traffic by 2025, with emissions estimates that are 1) included in the 2015 and all subsequent future analysis years, and 2) performed using an off-network analysis technique.

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 indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 8 is a complete list of exempt and nonexempt categories and corresponding air-quality codes.

There are projects listed in the TIP document that are still in preconstruction phases and are not yet part of the current four-year constrained TIP. These projects show planned funding in future years that are outside of the current TIP four-year period. Unless these projects are also long-

range plan projects, they are not included in the regional emissions analysis. DVRPC assigns AQ codes to these projects to indicate the future planned status. In DVRPC's Pennsylvania region, these projects are considered to be on the Projects for Continued Evaluation list of projects and are given an AQ code that begins with "FY" to indicate that funding is planned for future years outside of the current four-year TIP. These projects will be further scrutinized when or if they advance to be included in the four-year TIP.

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

## Long-Range Plan ID

The Long-Range Plan ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC long-range plan with the corresponding ID number.

## Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2013 to FY2016) and assist in establishing the origin of these projects.

Projects indicated as "NEW" have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as "NEW-B" are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project. Lastly, projects indicated as "RETURN" have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2015 TIP.

## Planning Area Notation

The Delaware Valley region is a mosaic of over 350 townships, boroughs, and cities, each making their own land use decisions. To categorize and simplify the types of communities and define corresponding long-range planning policies appropriate for each type, each municipality has been assigned a planning area type associated with the long-range planning policies that will be most beneficial to the community as a whole. At the regional scale, Planning Areas guide the direction of policy. Planning Areas include: Core Cities (Philadelphia and Chester City in southeastern Pennsylvania, and Trenton and Camden City in New Jersey); Developed Communities, which represent the region's older suburbs; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key. "Planning Area" is a notation in the TIP project description.

## Indicators of Potential Disadvantage

DVRPC uses the Impacts of Potential Disadvantage (IPD) methodology to identify direct and disparate impacts of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level as defined by the U.S. Census Bureau include Non-Hispanic Minority, Carless Households, Households in Poverty, Female Head of Household with Child, Elderly (over 75 years old), Hispanic, Limited English Proficiency, and persons with a physical disability. Census tracts that have higher concentrations of a particular demographic group than the regional average for that population are considered to be at a disadvantage. The total number of demographic groups that are above the regional average concentration in each census tract is that tract's IPD. If a tract has higher than average population for three of the identified demographic groups, for example, then it has three IPDs. IPDs range from zero to seven, with seven indicating a tract at the highest degree of disadvantage. "IPD" is listed in the project descriptions to note the highest number of IPD tracts impacted by a project on the TIP.

## Congestion Management Process (CMP) Notation

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They 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 nonexempt 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.

**Table 8: Air-Quality Codes for DVRPC Exempt Project Categories**

Exempt Project Category		AQ Code	Exempt Project Category	AQ Code	
<b>SAFETY</b>	Railroad/Highway Crossing	S1	<b>MASS TRANSIT</b>	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	<b>OTHER PROJECTS</b>	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
<b>AIR QUALITY</b>	Continuation of ridesharing and van-pooling promotion activities at current levels	A1	Sign removal	X10	
	Bicycle and pedestrian facilities	A2	Directional and informational signs	X11	
<b>NOT REGIONALLY SIGNIFICANT PROJECTS</b>	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
			Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
<b>NO REGIONAL EMISSIONS ANALYSIS REQUIRED</b>					
Intersection channelization projects		R1	Truck size and weight inspection stations	R4	
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment	R5	
Interchange reconfiguration projects		R3	Bus terminals and transfer points	R6	

**Table 9: Air Quality Codes for DVRPC Non-Exempt Project Categories**

Non-Exempt Project Category		AQ Code
<b>PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL</b>	Regionally Significant, non-exempt projects included in the 2015 and all subsequent analysis years	2015M
	Regionally Significant, non-exempt projects included in the 2025 and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 and all subsequent analysis years	2040M

Notes on Tables 8 and 9:

1. Both exempt and not regionally significant project categories adhere to 40 CR 93 Sections 126 and 127.
2. In the PM<sub>10</sub> non-attainment or maintenance area, rehabilitation of transit vehicles is only exempt if they comply with control measures in the applicable implementation plan.
3. AQ codes are DVRPC designated.

Source: DVRPC, 2014

## Phase of Work Abbreviations

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

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

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

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

**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 on environmental studies, community input, and the needs of the traveling public. In the New Jersey TIP, Final Design is designated as "DES."

**OP (Operations Phase)** – Funding can be used for any activity required for the operation of a transit system.

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

**PRA (Planning, Research and Administration)** – Involves planning, research, or administrative projects.

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

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

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

## Federal Highway Funding Sources Abbreviations

**Note:** In the TIP project listings section, an '\*' after a fund code indicates that the phase has been initiated as Advance Construct using state funds, and will be 'converted' to federal funds. This is a technique that allows PennDOT to initiate a project using nonfederal funds, while preserving eligibility for future federal-aid funds.

The term “advance construct” refers to a finance tool that allows the department to secure federal authorization for a project without tying up any federal funds or obligation authority. In essence, what we are doing is saying that we will pay for the project with state funds until such time as we request federal reimbursement for eligible project costs. There are several advantages to using advance construct. Used on large construction projects that span two or more construction seasons, advance construct frees up and allows us to use obligation authority that we might have used for that project on several other projects. We also use advance construct to authorize new project phases that will be implemented in the last quarter of the federal fiscal year (July, August, and September), when funds and obligation authority are generally scarce. “4th quarter project authorizations generally don’t incur costs prior to the beginning of the new federal fiscal year when federal funds and obligation authority are made available once again.

The amount of funds and project costs that we have in advance construct status has to be closely monitored. Nearly all advance construct represents the borrowing of future federal funds. We need to be careful not to borrow beyond certain levels. Projects that are fully or partially advance constructed must be carefully monitored so as not to incur costs that can’t be billed.

In reality, we do not spend state funds when we don’t have to. We try to practice “just in time” funding, whereby we request all or some of the federal funds before we actually start incurring costs. These requests are known as AC Conversions. We may request a partial conversion for just the amount we need this year, or a full conversion, for all of the funds we initially requested to be authorized as advance construct.

**BOF or BRIDE-OFF (Federal Bridge Program)** - Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

**CAQ or 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.

**TIGER (Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants)** - Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

**FLEX (Flexible funds)** – Federal funding anticipated to be flexed from FHWA to FTA, or from FTA to FHWA, in support of a transit or highway project.

**HCB (Historic Covered Bridge Preservation Program)** – Federal funding to preserve, rehabilitate, or restore historic covered bridges eligible for listing on the National Register of Historic Places.

**HSIP (Highway Safety Improvement Program)** - Federal funding for projects or strategies included in the state strategic highway safety plan that correct or improve a hazardous road location or feature or address a highway safety problem.

**National Highway Performance Program (NHPP)** – Provides funding used to support the condition and performance of the National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization (SAFETEA-LU) have merged into NHPP: the Federal Bridge Programs (BOO/BON/BRIDGE), Interstate Maintenance (IM), and the National Highway System (NHS). Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

**National Highway Performance Program Statewide Reserve (NHPP Reserve)** – Funding reserved from federal allocations and then distributed to specific projects chosen by the commonwealth’s Secretary of Transportation. Provides funding used to support the condition and performance of the National Highway System (NHS), and to construct new facilities on the NHS that support national performance goals. Three programs from the previous authorization (SAFETEA-LU) have merged into NHPP: the Federal Bridge Programs (BOO/BON/BRIDGE), Interstate Maintenance (IM), and the National Highway System (NHS). Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

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

**SPIKE** - Funding reserved from federal allocations and then distributed to specific projects chosen by the commonwealth’s Secretary of Transportation. Several variations of SPIKE funding are coded as SPK-NHPP (National Highway Performance Program).

**SRTSF (Safe Routes to School Federal-Aid)** – Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

**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.

**SXF** - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

**Transportation Alternatives (TAP)** – Provides set-aside funding for programs from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and the Federal-Aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects.



## State Highway Funding Sources Abbreviations

**183 (Appropriation 183)** - State funding that can be applied to local bridge projects.

**185 (Appropriation 185)** - State funding that can be applied to bridge projects.

**185-IM (Appropriation 185)** – State funding that can be applied to state bridge projects in the Interstate Management Program.

**179 or 179A (Appropriation 179)** - State funding that can be applied to selected local bridge projects in distressed areas.

**581 (Appropriation 581)** - State funding that can be applied to highway or bridge projects on the state highway system.

**581ED (Appropriation 581/Economic Development)** – State economic development funding that can be applied to highway projects on the state highway system.

**581-IM (Appropriation 581)** - State funding that can be applied to highway projects in the Interstate Management Program.

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

**SPIKE (State Spike Funds – State Bridge/State Highway)** - Funding reserved from state allocations and then distributed to specific projects chosen by the commonwealth's Secretary of Transportation. A variation of SPIKE funding is coded as SPK-SH (State Highway).

**STP-D (Statewide Discretionary Funds)** – Statewide discretionary funding that may be used on any federal aid highway, bridge projects, or public road.

## Other Highway Funds

**LOC** - Funding provided by counties, municipalities, or other nonfederal sources to be used to match state or federal funds.

**OTHER** – Other funds.

**TBD** - To be determined.

**TOLL (Toll Credit Match)** – State toll credits that may be used to match federal funds.

**TPK (Turnpike Funds)** – Funds provided by the Pennsylvania Turnpike Commission.

## Federal Transit Funding Sources Abbreviations

**CAQ or 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. These funds can be “flexed” (transferred) from FHWA to FTA for use by transit operators.

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

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

**FERRY (Federal Ferry Funds)** – Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It has been discontinued in MAP-21.

**SEC 5307/5340 (FTA Urbanized Area Formula Grants Program)** – Section 5307 provides funding for capital, planning, and JARC-eligible activities, as well as discretionary passenger ferry grants, state safety oversight, and associated transportation improvements. Systems with 100 or fewer buses in urbanized areas with over 200,000 became eligible to receive funding for operating expenses in MAP-21. Sec 5307 transit funds can no longer be transferred to highway projects under MAP-21, but FHWA funds may be transferred to this program.

**SEC 5340 (FTA 5340 Formula Program)** – Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21, as in previous authorizations.

**SEC 5309 (FTA Fixed Guideway Capital Investment Grants “New Starts”)** – Provides funding for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities, including core capacity projects. Fixed-guideway modernization projects and bus facilities projects are funded in Sec. 5337 (State of Good Repair Program, which provided grants to replace and rehabilitate rolling stock, signals and communications, security, maintenance, passenger facilities, etc.) and Sec. 5339 (Bus and Bus Facilities Program) in MAP-21. The previous authorization’s Section 5309 funded only fixed-guideway modernization projects.

**SEC 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)** – Provides funding for two programs merged from the previous authorization: NEW FREEDOM FTA’s 5317 Formula Program, which has been discontinued by MAP-21, and the previous authorization’s Section 5310 Elderly and Persons with Disabilities Program for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.

**SEC 5311 (Nonurbanized Area Formula Program)** – Provides funding for rural public transportation programs in areas with a population fewer than 50,000, according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.

**Sec 5324 (Public Transportation Emergency Relief Program)** – Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing, or that have suffered serious damage in the event of a natural or manmade disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).

**SEC 5337 (State of Good Repair Program)** – Provides dedicated formula-based federal funding under MAP-21 for the replacement and rehabilitation of the fixed-guideway system and high-intensity motor bus systems that use high-occupancy vehicle (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries, in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.

**SEC 5339 (Bus and Bus Facilities Program)** – Provides formula-based federal funds based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities Program.

**TIGER (Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants)** - Special federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

### State Transit Funding Sources

**PTAF 44 (Public Transportation Assistance Fund)** – State funding provided by the Public Transportation Assistance Fund.

**Section 1513 (Act 89 – Mass Transit Operating)** - State Act 89 operating funding that is distributed to transit agencies based on their demonstrated need.

**SEC 1514 (Act 89 - Asset Improvement Program)** - State Act 89 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.

### Other Transit Funds

**LOCAL** - Funding provided by counties, municipalities, or other nonfederal sources to be used to match state of federal funds.

**OTHER** – Other funds.

**TBD** - To be determined.

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

**OTHER** - Other funds.

**TBD** - To be determined.

**Figure 2: Roadmap for TIP Project Listing**

## Roadmap for TIP Project Listing

Below is an example of a TIP project listing. It is an actual TIP project (but with modified information) for display purposes.

PennDOT ID#

County where project is located

Indicates if a project is "New," "New-B," or "Return." See page 36 for further explanation.

### Draft DVRPC FY 2015-2018 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

**Bucks**

MPMS# 64779    *County Line Road Widening* SR:2038    **New**

Project Title

Draft Version

State Route, if applicable

Est Let Date: 3/26/2015

LIMITS: Stump Road to Lower State Road/Kulp Road

IMPROVEMENT: Roadway New Capacity

MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township; Montgomery Township

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Gannett/B.Masi    CMP: Major SOV Capacity    CMP Subcorridor(s): 12B

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP	3,100											
CON	581	775											
CON	NHPP		3,187										
CON	581		797										
CON	NHPP			8,989									
CON	581			2,247									
<b>Total FY2015-2018</b>		<b>3,875</b>	<b>3,984</b>	<b>11,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total FY2019-2022</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
<b>Total FY2023-2026</b>										<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note that funds are in Millions (\$).

Fund type for each phase; see pages 40 to 46 for explanations. Note that an "\*" following a fund type indicates conversion funds for advanced construction phases.

Congestion Management Process (CMP) codes; see page 37 for explanation.

Anticipated Preliminary Engineering, Final Design, Right of Way, Utility, or Construction project phases; see page 40 for discussion.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 37 for discussion.

Project Manager assigned by PennDOT District 6-0

Air Quality Code; see pages 38 and 39 for explanations

Community types which correspond to long range planning policies; see page 17 for discussion.

Indicates that a project is identified as a Major Regional Project in the DVRPC long-range plan

DVRPC Project Category

Project location information

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates.

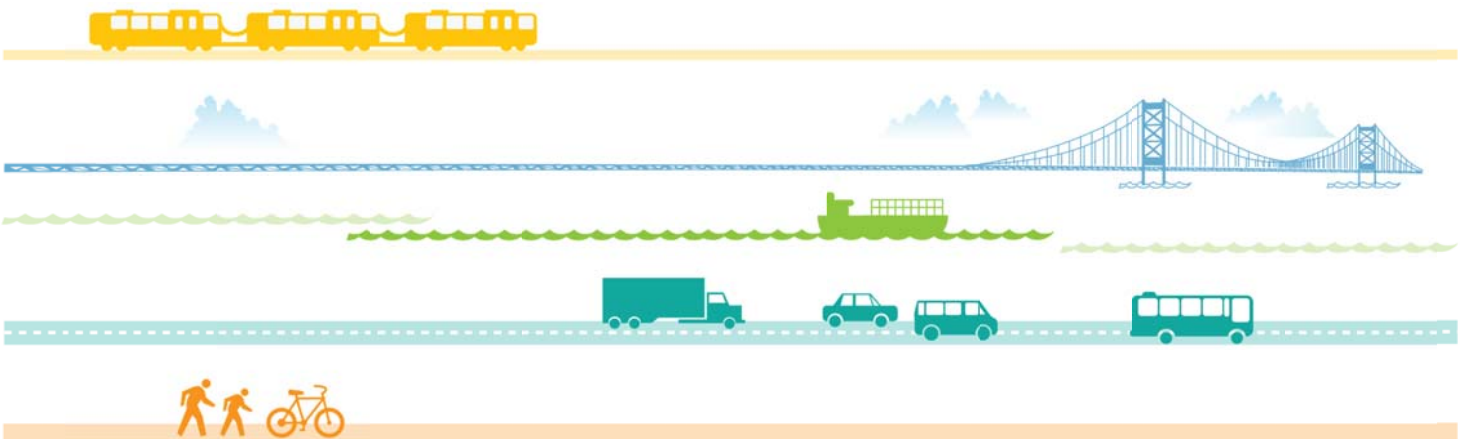
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Blank Page TIP Project Maps & Indexes Tab





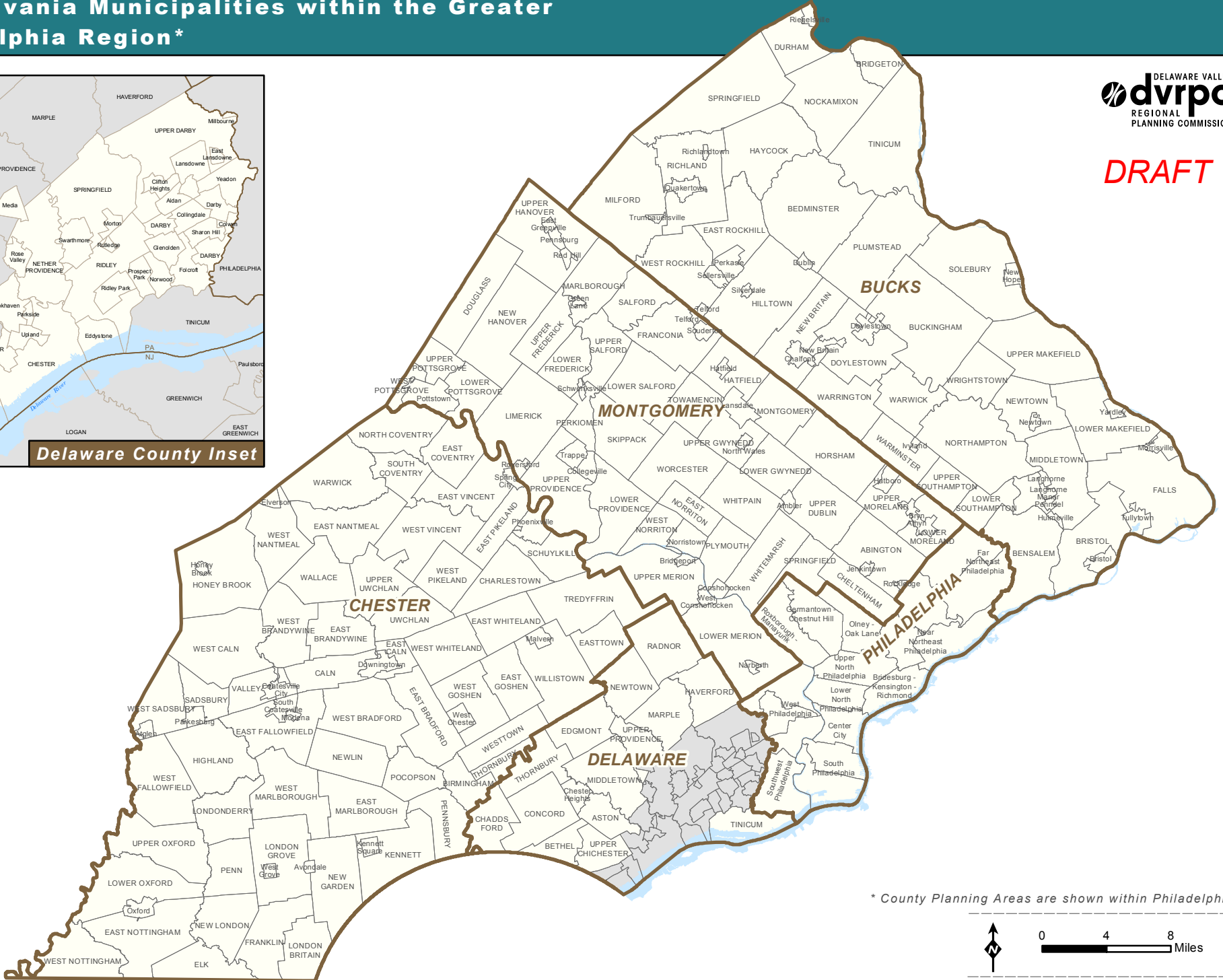
PROJECT MAPS FOR THE  
DRAFT DVRPC FY2015  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
(TIP) FOR PENNSYLVANIA  
*Indexes Listed in MPMS# Order*



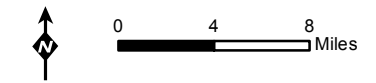


# Pennsylvania Municipalities within the Greater Philadelphia Region\*

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\* County Planning Areas are shown within Philadelphia



# Draft DVRPC FY 2015-2018 TIP for PA Correspondence Index

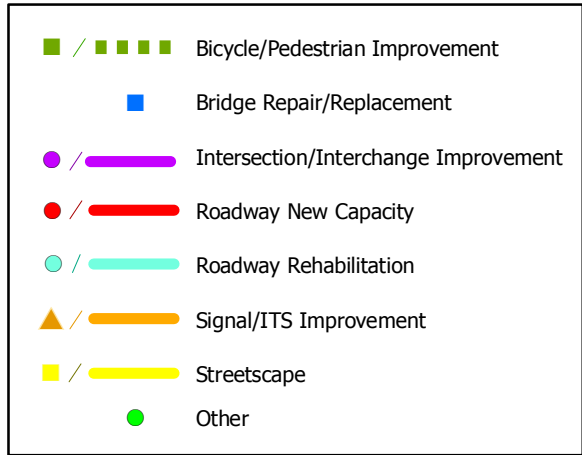
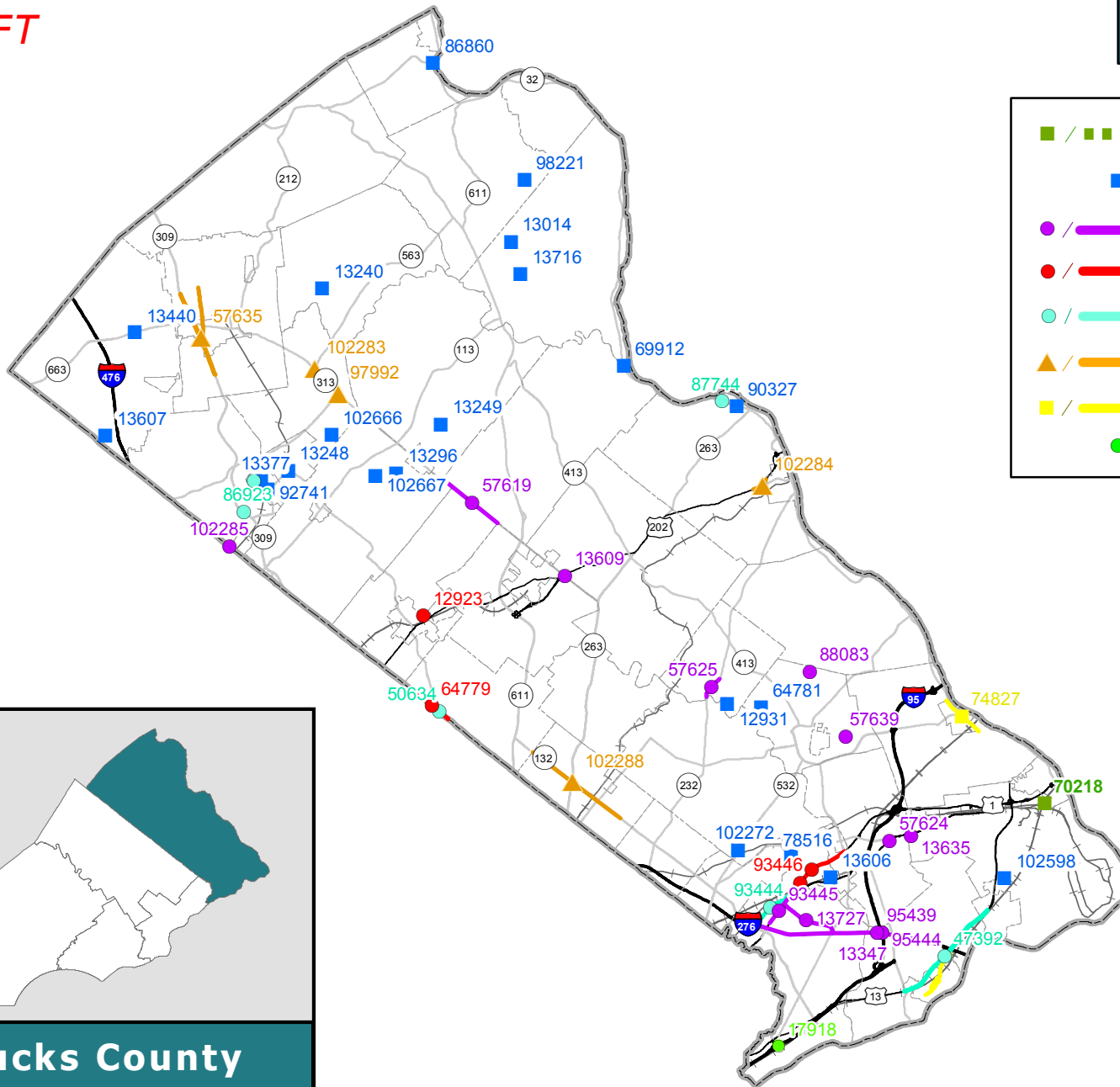
Projects below and those listed in the TIP document are ordered by Project Name

<u>MPMS#</u>	<u>Project</u>	<u>Bucks</u>	<u>Highway Project</u>
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	13549	US 1 (Bridges) Design (Section 03S)
98003	Bensalem Township Signal Upgrade (ARLE 3)	87744	Wall and Pavement Repair, SR 0032 – LG1(River Road)
102666	Branch Road over E. Branch Perkiomen Creek (CB(2))	13248	Walnut Street Bridge Over Perkiomen Creek (CB #13)
78516	Bridge Replacement Brownsville Road	98006	Warrington Township Safety Improvements (ARLE 3)
12923	Bristol Road Extension	57624	Woodbourne Road/Lincoln Highway Intersection Improvements
13727	Bristol Road Intersection Improvements	12931	Worthington Mill Rd Br (Bridge)
96217	Central Bucks Congestion Mitigation		
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
102285	County Line Road Intersection Improvements (ARLE 4)		
50634	County Line Road Restoration (M04)(3R)		
64779	County Line Road Widening		
74827	Delaware Canal Enhancement		
70218	Delaware Canal Pedestrian Tunnel		
97997	Doylestown Township Signals (ARLE 3)		
97991	Doylestown Township Signals Upgrade (ARLE 3)		
97992	East Rockhill Township Signal Improvements (ARLE 3)		
13716	Headquarters Road Bridge Over Tinicum Creek		
102272	Holland Road at Buck Road and Route 532		
13606	Hulmeville Avenue Bridge Over Conrail		
95439	I-95, PA Turnpike Interchange (TPK)- Section D10		
95444	I-95, PA Turnpike Interchange (TPK)- Section D20		
13347	I-95, PA Turnpike Interchange (TPK)- STAGE 1		
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)		
12965	Lawn Avenue		
92741	Main St o/Br Perkiomen Cr (Bridge)		
13377	Main St over SEPTA (Bridge)		
57639	Newtown-Yardley Road Intersection Improvements		
13240	Old Bethlehem Road Bridge Over Kimples Creek		
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements		
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)		
13609	PA 313/US 202, East State Street to Mechanics Road Intersection Improvements		
86860	PA 611 Bridge Over Cooks Creek		
57635	Quakertown Joint Closed Loop Signal System		
102667	Quarry Road over Morris Run (CB# 244)		
13296	Rickert Road Bridge Over Morris Run Creek (CB #21)		
90327	River Rd o/ Trib Delaware (Bridge)		
69912	River Road Bridge Over Tohickon Creek		
93446	Route 1 Improvement Frontage Corridor (Section RC3)		
93445	Route 1 Improvement-North (Section RC2)		
93444	Route 1 Improvement-South (Section RC1)		
47392	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration		
57625	Route 232, Swamp Road Safety Improvements		
57619	Route 313 Corridor Improvements		
102288	SR 132 Traffic Signal Communication System (ARLE 4)		
102284	SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)		
102283	SR 313/SR 563 New Traffic Signal (ARLE 4)		
98221	Stock's Grove Road over Beaver Creek		
13249	Stone Bridge Road (Bridge)		
88083	Stoopville Road Improvements - Phase 2		
64781	Swamp Road/Pennswood Road Bridge Over Branch c Neshaminy Creek		
13607	Upper Ridge Road Bridge Over Unami Creek		

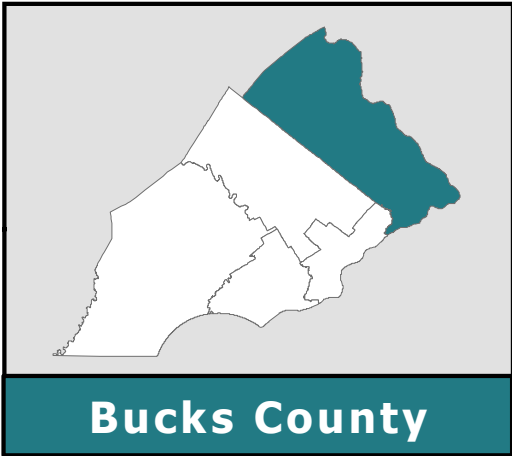
# FY 2015 - 2018 Transportation Improvement Program

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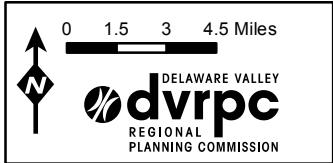
## Highway Program



projects not mapped
98003
97997
96217
97991
98006



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# Draft DVRPC FY 2015-2018 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by Project Name

<b>MPMS#</b>	<b>Project</b>		
<b>Chester</b>	Highway Project	<b>Chester</b>	Highway Project
98000	East Whiteland Township Signal Upgrade (ARLE 3)	80049	Walker Road Bridge Over Trout Run Creek (Thompson Bridge)
90612	Boot Road o/ Amtrak (Bridge)	86696	Watermark Road Bridge Over Muddy Run (CB #21)
14251	Chandler Mill Road Bridge Over West Branch of Red Creek	14134	West Bridge Street Bridge Over Amtrak
14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail L	84961	Yellow Springs Parking & Street Enhancement (TCSP)
14261	Church Road Bridge Over Valley Creek		
81286	Creek Rd o/ E Brandywine (PA 282) (Bridge)		
98223	Creek Road over Pickering Creek		
92733	Dwnngtwn Pk o/EBr Brndywn (Bridge)		
98004	East Whiteland Township Signal Backup (ARLE 3)		
97989	Franklin Township Safety Improvements (ARLE 3)		
57659	French Creek Parkway - Phase 1		
86064	Hadfield Road Bridge Over Beaver Creek (CB #244)		
14236	Little Washington Road Bridge Over Culbertson Road		
98005	London Britain Township Safety Improvements (ARLE		
57664	Newark Road Intersection Improvements		
80042	PA 100, Corridor Safety Improvements		
14515	PA 100, Shoen Road to Gordon Drive (02L)		
69919	PA 372, Lower Valley Road Bridge Over Officers Run		
98096	PA 41 & Newark Rd Improvements		
14484	PA 41 Study		
69918	PA 41, Gap Newport Pike Bridge Over Officers Run		
69917	PA 41, Gap Newport Pike Bridge Over Valley Creek		
57684	PA 82 Bicycle/Pedestrian Trail		
14327	PA 926 Bridge Over Brandywine Creek		
47979	Paoli Trans Ctr Rds Improvements/Darby Rd Bridge		
102295	Parker Ford Safety Improvements (ARLE 4)		
98001	Phoenixville Borough Signals (ARLE 3)		
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek		
59434	Schuylkill River Trail (Q20)		
61885	Schuylkill River Trail (Q42)		
98224	Spring City Road over Stony Run		
102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)		
102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)		
102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)		
85949	SR 896 Safety Improvements		
92146	State Road o/ Elk Creek		
14581	US 1 Expressway Reconstruction (Northern Section)		
14580	US 1 Expressway Reconstruction (Southern Section)		
14541	US 1, Baltimore Pike Widening		
95430	US 202 at SR 926 Intersection Improvement		
95366	US 202 over AMTRAK		
64498	US 202, Exton Bypass to Route 29 (Section 330-Main)		
84410	US 202, Section 300 CMP Commitments (Transit)		
87781	US 30, Coatesville Downingtown Bypass (CER-Easter Section)		
84884	US 30, Coatesville Downingtown Bypass (CWR-West Section)		
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design		
64220	US 422 Expressway Reconstruction (M03)		
14698	US 422, Reconstruction (M2B)		

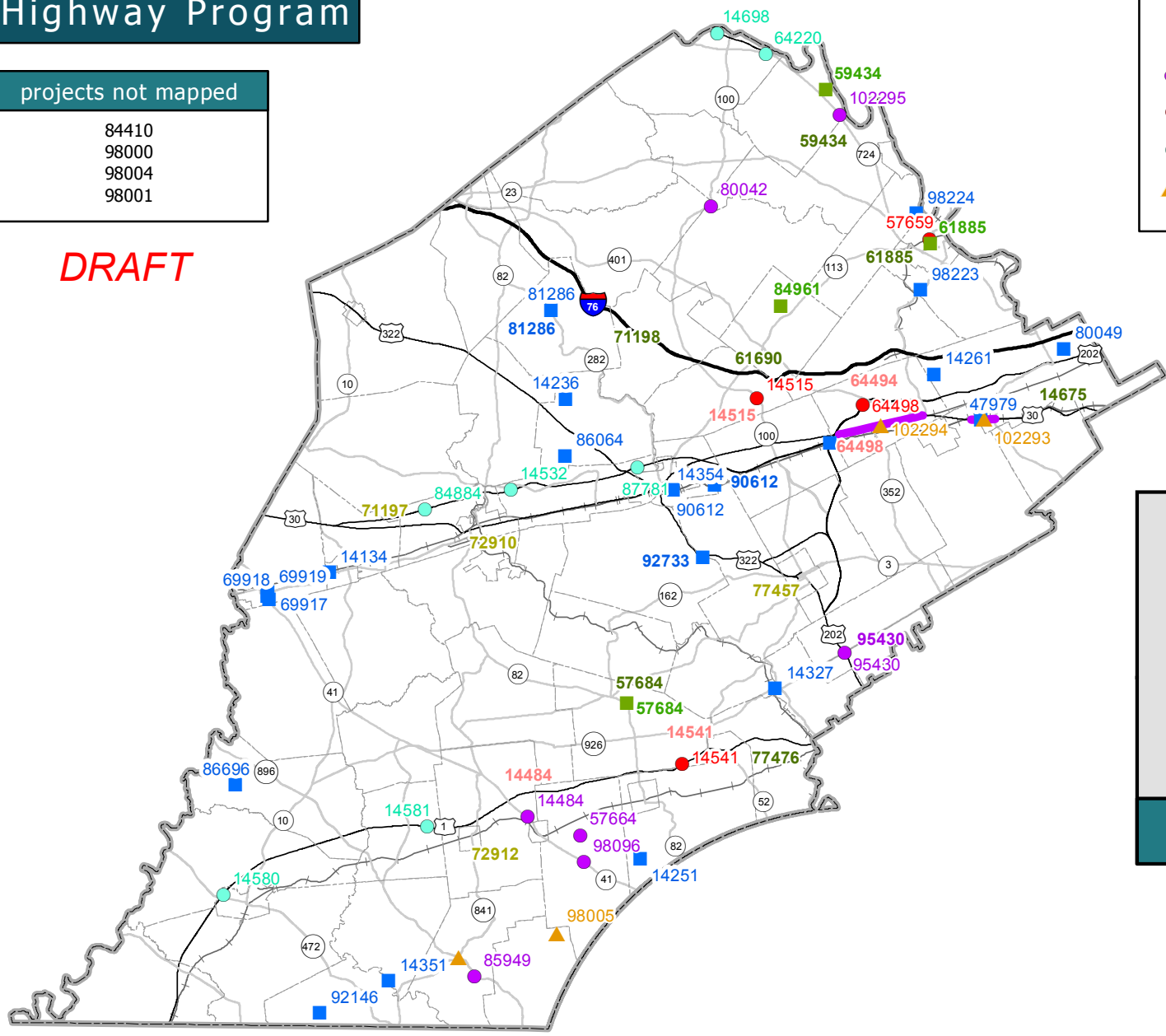
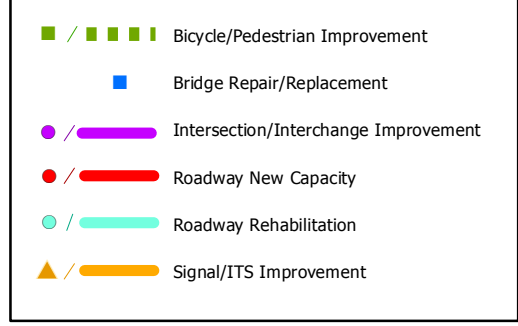
# FY 2015 - 2018 Transportation Improvement Program

## Highway Program

### projects not mapped

84410  
98000  
98004  
98001

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# Draft DVRPC FY 2015-2018 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by Project Name

MPMS#	Project
<b>Delaware</b>	
	Highway Project
97994	Haverford Township Signal Upgrade (ARLE 3)
47147	3rd Street Dam Over Broomall Lake
47993	7th Street Bridge Over Chester Creek
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek
79329	Bridgewater Road Extension
98002	Chadds Ford Signal Upgrade (ARLE 3)
70245	Chester City Access Improvements II
47986	Chester Creek Bicycle/Pedestrian Trail
75800	College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek
97999	Concord Township Safety Improvements (ARLE 3)
57772	Convent Road Bridge Over Chester Creek (CB# 6)
14891	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run
96946	Ellis Town Center
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line
98217	Hilldale Road over Darby Creek (CB# 149)
70228	I-476, MacDade Boulevard Ramp Improvements
88407	I-95 Overhead Bridges
15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)
64790	MacDade Boulevard Closed Loop Signal System
15368	MANOA RD:BRG OVER CK (Bridge)
92808	Marshall Rd o/ Cobbs Crk (Bridge)
98216	Michigan Ave over Little Crum Creek (CB# 210)
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk
86368	Mount Alverno Road Bridge Over Chester Creek (CB # 142)
87119	Nether Providence Township Sidewalks (SRTSF) - Round 1
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)
70219	PA 291, East Coast Greenway
64791	PA 420, Kedron Avenue
15406	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line
80051	Rosemont Avenue Bridge Over Darby Creek (CB #73)
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line
98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
69665	South Creek Road Bridge Over Brandywine Creek
102291	SR 0452 (Pennell Road) Corridor Improvements (ARLE 3)
102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signaling System (ARLE 4)
15183	Station Road Bridge Over Chester Creek (CB #234)
86370	Tribbitt Avenue Bridge Over Hermesprot Creek (CB # 142)
87120	Upper Darby Township Sidewalks (SRTSF) - Round 1
15251	US 1, Baltimore Pike Interchange Improvements
95429	US 202 and US 1 Loop Roads
69815	US 322, Environmental Mitigation (MIT)
69817	US 322, Featherbed Lane to I-95 (Section 102)
69816	US 322, US 1 to Featherbed Lane (Section 101)
92323	Wanamaker Ave o/ Darby Ck (Bridge)

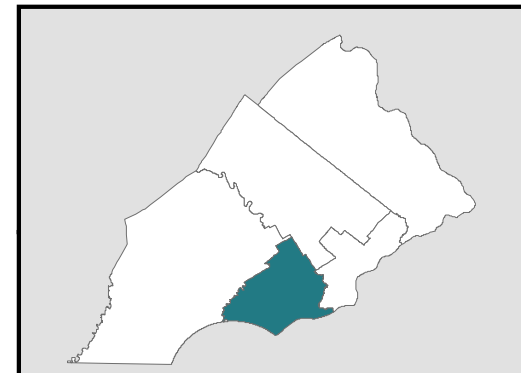


# FY 2015 - 2018 Transportation Improvement Program

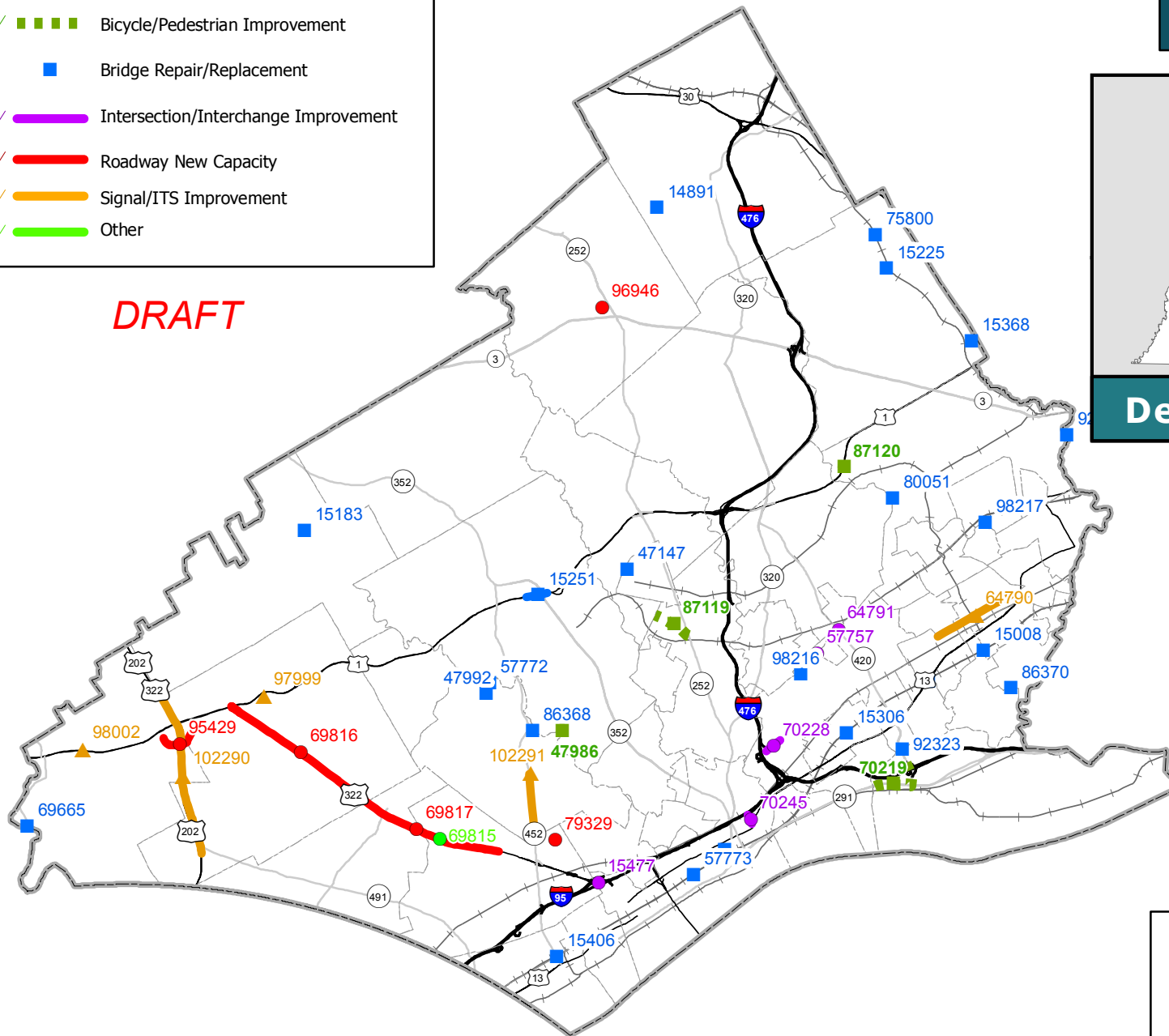
-  Bicycle/Pedestrian Improvement
-  Bridge Repair/Replacement
-  Intersection/Interchange Improvement
-  Roadway New Capacity
-  Signal/ITS Improvement
-  Other

**DRAFT**

## Highway Program



## Delaware County



### projects not mapped

- 92808
- 98218
- 98216
- 98217
- 102290
- 102291

May 2014



0 0.75 1.5 2.25 Miles



# Draft DVRPC FY 2015-2018 TIP for PA Correspondence Index

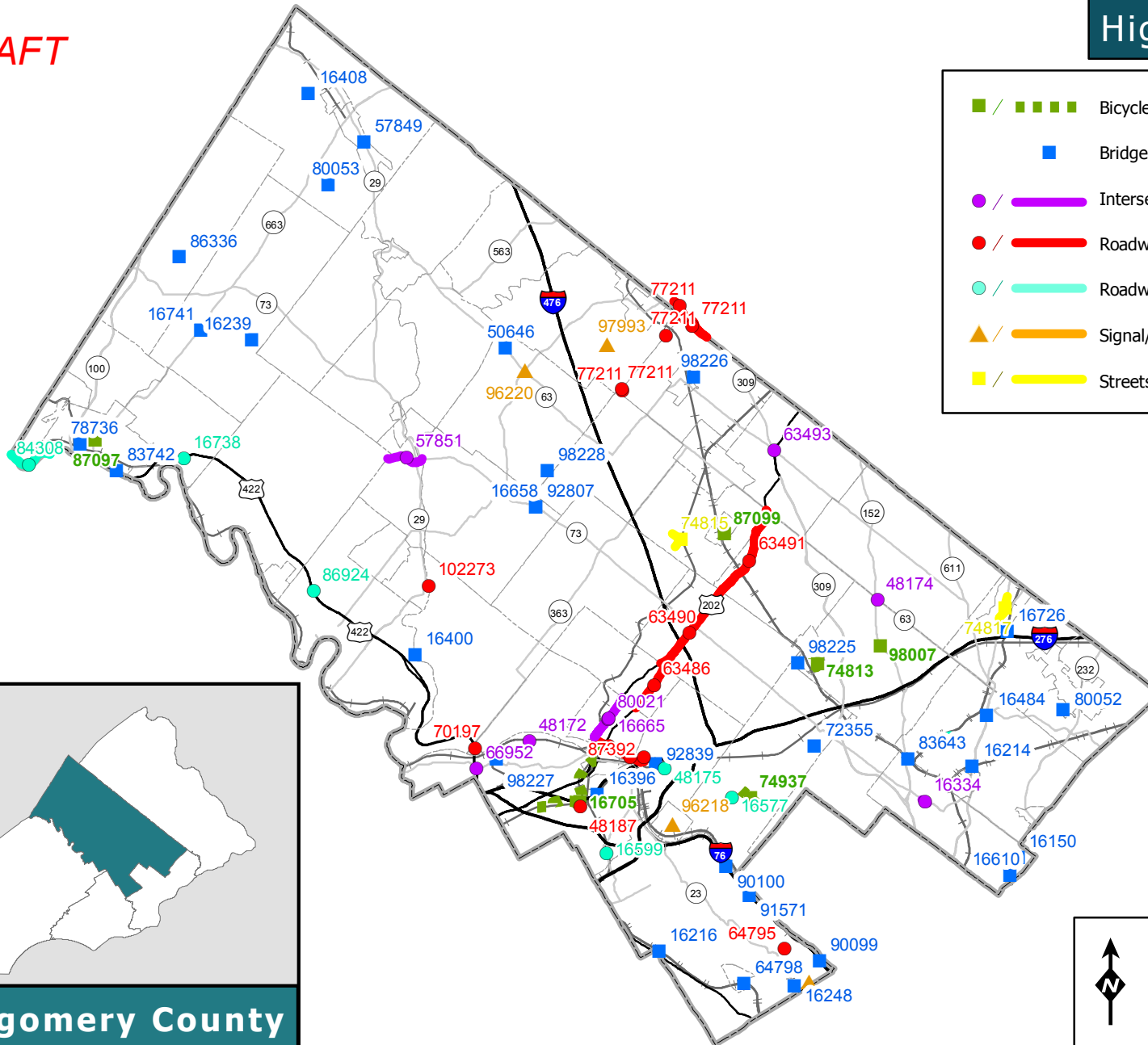
Projects below and those listed in the TIP document are ordered by Project Name

MPMS#	Project	MPMS#	Project
<b>Montgomery</b> Highway Project		<b>Montgomery</b> Highway Project	
97993	Franconia Township Traffic Control (ARLE 3)	16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines
102298	Towamencin Township Signal System Modernization(ARLE 4)	57851	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements
98227	Allendale Road over Abrams Creek	48186	Pottstown Area Signal System Upgrade
74813	Ambler Pedestrian Sidewalk Improvements	87097	Pottstown Borough Improvements (SRTSF) - Round 1
16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	16577	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade
16610	Ashmead Road Bridge Over Tookany Creek (CB)	48175	Ridge Pike, Norristown Boro to Butler Pike
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Ro Hill Road	92839	Ridge Pike/two RR Bridges
98225	Butler Pike over Prophecy Creek	102273	Second Collegeville Bridge Crossing
16705	Chester Valley Trail Extension (C036)	98228	Store Road over Skippack Creek
16396	Church Road Bridge Over Norristown High Speed Line (CB)	16741	Swamp Road at PA 663
86336	Congo Road Bridge Replacement	16150	Tookany Creek Parkway Bridge Over Tookany Creek (
78736	E King St O/Manatawney Cr (Bridge)	16248	Union Avenue (Bridge)
57865	Edge Hill Road Reconstruction	98007	Upper Dublin Township Safety Improvements (ARLE 3)
16484	Edgehill Road Bridge Over Old York Road	74815	Upper Gwynedd Streetscape Improvements
96218	Fayette Street Signal Interconnection Project	87099	Upper Gwynedd Township Improvements (SRTSF) - Round 1
80052	Fetters Mill Bridge Over Pennypack Circle	97996	Upper Merion Township Signals (ARLE 3)
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #23)	63486	US 202, Johnson Highway to Township Line Road (61
48187	Henderson/Gulph Road Widen near I-76 Ramps	80021	US 202, Markley Street Improvements (Section 510)
91571	I-76 o/ Mill Cr & Mill Rd (Bridge)	16665	US 202, Markley Street Southbound (Section 500)
90099	I-76 o/ Righters Ferry Rd (Bridge)	63491	US 202, Morris Road to Swedesford Road (65S)
90100	I-76 o/ Waverly Road (Bridge)	63490	US 202, Township Line Road to Morris Road (61N)
83742	Keim Street Bridge Over Schuylkill River	84308	US 422 "S" Curve project
80053	Knight Road Bridge Over Green Lane Reservoir	16738	US 422 Expressway Section M1B
57858	Lafayette Street Extension (MG1)	70197	US 422, (New) Expressway Bridge Over Schuylkill Riv (SRB)
87392	Lafayette Street Extension (MGL)	72355	Valley Green Road Bridge Over Wissahickon Creek
79864	Lafayette Street, Barbados Street to Ford Street Wide (MGN)	16726	WarminsterRd/Pennypack Ck (Bridge)
97998	Lansdale Borough Signal Upgrade (ARLE 3)	74937	Whitemarsh Township Street Improvements (TE)
83643	Limekiln Pike (Bridge)o/SEPTA RR		
97995	Lower Merion Township Signals (ARLE 3)		
96220	Lower Salford Signal Improvements		
98226	Maple Avenue over Neshaminy Creek		
16239	NEW HANOVER SQ RD BR		
64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (C		
16658	Old Forty Foot/Skipack (Bridge)		
92807	PA 23 - Skippack Pike Bridge Replacement		
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge		
66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)		
74817	PA 263, York Road Hatboro Revitalization (TE)		
57849	PA 29, Main Street Bridge Over Reading Railroad Tra (Removal)		
77211	PA 309 Connector - Phase 2		
63493	PA 309, 5-Points Intersection Improvements (71A) (OI US 202, 5-Points Intersection Improvements (71A))		
16599	PA 320 at Hanging Rock		
86924	PA 422, Resurfacing (PM2)		
16214	PA 611, Old York Road Over SEPTA R3		
50646	PA 63 Bridges (3) Over Unami Creek and East Branch Perkiomen		
48174	PA 63, Welsh Rd.		
16334	PA 73, Church Road Intersection and Signal Improvements		

# FY 2015 - 2018 Transportation Improvement Program

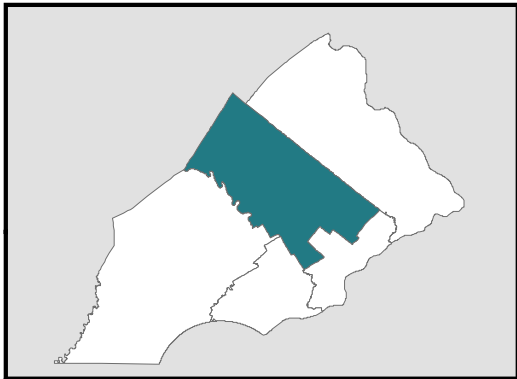
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## Highway Program



### projects not mapped

- 16239
- 98225
- 98226
- 98227
- 98228
- 102298
- 96218
- 96220
- 84308
- 102273
- 77211



**Montgomery County**

May 2014



# Draft DVRPC FY 2015-2018 TIP for PA Correspondence Index

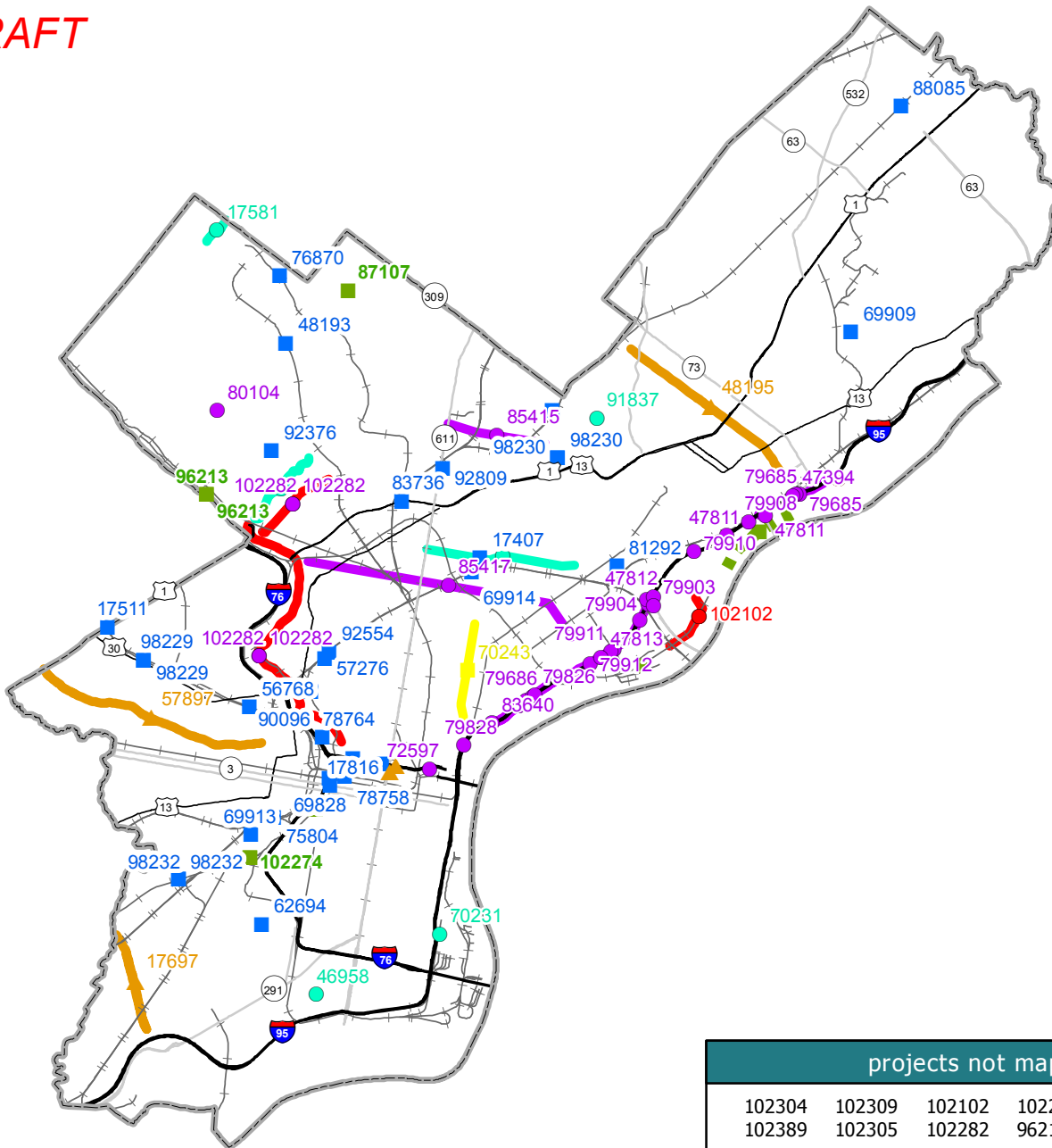
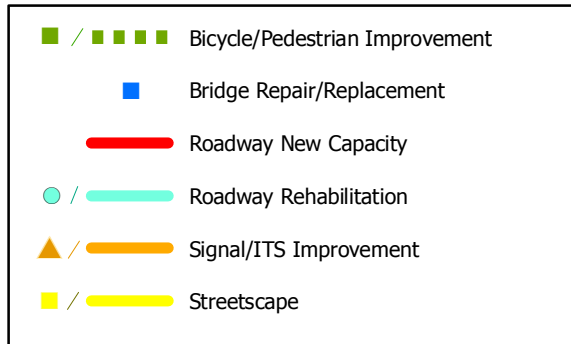
Projects below and those listed in the TIP document are ordered by Project Name

MPMS#	Project	MPMS#	Project
<b>Philadelphia</b> Highway Project		<b>Philadelphia</b> Highway Project	
56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	83640	I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)
98229	59th Street over AMTRAK	17697	Island Avenue Signal Upgrade
17622	Adams Avenue Bridge Over Tacony Creek	78758	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street
85417	Allegheny Avenue Safety Improvements	102281	L.E.D. Street Light Improvement Program (ARLE 4)
48193	Allen's Lane Bridge Over SEPTA R8 Rail Line	57901	Lincoln Drive (3R)
74828	American Cities/Safe Routes to School - Phase 3	96213	Manayunk Bridge Trail
70243	American Street Streetscape	69828	Market Street Bridges (2) Over Schuylkill River and C&D Railroad (MSB)
17581	Bells Mill Road	57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)
72597	Ben Franklin Bridge Philadelphia Operational Improve	46956	North Delaware Avenue Extension
47811	Bridge Street Design (Section BSR)(IMP)	102102	North Delaware Avenue Phase 1B
88767	Bridges Over Vine Street Expressway (I-676) (PAA) - I 1	90482	North Delaware Riverfront Greenway (TIGER)
80054	Bridges Over Vine Street Expressway (I-676) (PAB) - I 3	61712	North Delaware Riverfront Greenway/Heritage Trail/K&D Line Item
102280	Broad Street Pedestrian Crossing Improvements (ARL)	85415	Olney Ave Safety Improvements
88085	Byberry Road Bridge Replacement	62694	Passyunk Avenue Drawbridge Over the Schuylkill River
70014	Center City Signal Improvements (North) - Phase 3	46958	Philadelphia Naval Shipyard Access
17816	Chestnut Street Bridges (4) at 30th Street	96223	Philadelphia Signal Retiming- CMAQ Comp
96109	City ADA Ramps Project	74841	PRPA Access Project
17511	City Ave o/ SEPTA (Bridge)	92554	Ridge Ave Over Amtrak (Bridge)
57902	City Wide 3R Betterments	92809	Roosevelt Blvd Exit (Bridge)
91837	City Wide Resurfacing (# 103B)	83736	Roosevelt Blvd over Wayne Junction (WAV)
85419	Erie Av: Broad St. - K St	87107	School District of Philadelphia Improvement (SRTSF) - Round 1
17407	Erie Ave o/ Conrail (Bridge)	102282	School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)
91490	Expressway Service Patrol - Philadelphia	102274	Schuylkill River Swing Bridge
69914	Fifth Street over Conrail (Bridge)	91573	South Street Pedestrian Ramp - Phase II
81292	Frankford Av/Frankford Ck (Bridge)	90096	Spring Garden O/Schuylkill (Bridge)
69913	Grays Ferry Avenue Bridge Over Schuylkill River	70231	Swanson Street
57897	Haverford Avenue Signal Modernization	98230	Tabor Road over Tacony Creek
80104	Henry Ave Corridor Safety Improvements	68067	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)
102389	I-76/I-76 Ramp Resurfacing	102279	Traffic Calming Program (ARLE 4)
17782	I-95 & Aramingo Ave., Adams Ave. Connector	48195	Tyson Avenue Signal Improvement
98207	I-95 Congestion Management	75804	University Av/CSX Rail (Bridge)
102309	I-95 Corridor Drainage	78764	W Girard Ave O/CSX (Bridge)
102305	I-95 Corridor ITS/ATMS (GR7)	92376	Walnut Lane Bridge Over Wissahickon Creek Restoration
86046	I-95 Girard Point Bridge Rehabilitation and Preservation	69909	Willits Road Bridge Over Wooden Bridge Run
79826	I-95 Northbound: Columbia-Ann St N (GR3)	76870	Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)
102304	I-95 Race - Shackamaxon 2 (GR6)	98232	Woodland Avenue over SEPTA
79827	I-95 Southbound: Columbia-Ann St N (GR4)		
79686	I-95, Columbia Street to Ann Street (GR1)		
47394	I-95, Levick St. to Bleigh Ave. (CPR) (IMP)		
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design		
79912	I-95: Allegheny Ave Inter (AF2)		
79911	I-95: Allegheny Ave Interchange Advance Contract (AF1)		
47813	I-95: Ann Street to Wheatstheaf Lane (AFC)		
79903	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)		
47812	I-95: Betsy Ross Interchange (BRI) - Design(IMP)		
79905	I-95: Betsy Ross Mainline (BR3)		
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)		
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)		
79908	I-95: Kennedy to Levick (Section BS1) (IMP)		
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)		
79828	I-95: Race - Shackamaxon (GR5)		

# FY 2015 - 2018 Transportation Improvement Program

**DRAFT**

## Highway Program



projects not mapped

102304	102309	102102	102274	98232	92809
102389	102305	102282	96213	98230	98229

May 2014

0 0.95 1.9 2.85 Miles

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Projects below and those listed in the TIP document are ordered by Project Name

**MPMS# Project**

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**Pottstown** Transit Project  
59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)  
95739 Transportation Capital Improvements

**SEPTA** Transit Project  
73214 Ardmore Transportation Center  
95402 Bridge Improvement Program  
59966 Capital Asset Lease Program  
102573 Catenary Improvements  
60335 City Hall Station / 15th Street Station Rehabilitation  
102571 Communications & Signal Improvements  
60275 Debt Service  
60636 Elwyn to Wawa Rail Restoration  
60571 Environmental Cleanup and Protection Program  
93588 Exton Station  
60611 Fare Collection System/New Payment Technologies  
60317 Federal Preventive Maintenance  
90497 Infrastructure Safety and Renewal Program  
60655 Levittown Intermodal Facility Improvements (B)  
102569 Maintenance & Transportation Facilities  
60574 Paoli Transportation Center  
60599 Paratransit Vehicle Purchase  
60540 Parking Improvements / Expansion  
60638 Regional Rail Car, Locomotive, and Trolley Acquisition  
60255 Regional Rail Signal Modernization Program  
102567 Roof Improvement Program  
102566 Route 23 and 56 Rail Restoration  
90512 SEPTA Bus Purchase Program  
90600 SEPTA Reserve Line Item  
60271 Station Accessibility Program - ADA Compliance  
60651 Substation Improvement Program  
102565 Track Improvement Program  
77183 Transit and Regional Rail Station Program  
59973 Utility Fleet Renewal Program - Non Revenue Vehicle  
60582 Vehicle Overhaul Program  
15407 Villanova Intermodal Station Accessibility  
98235 West Trenton Line Separation Project

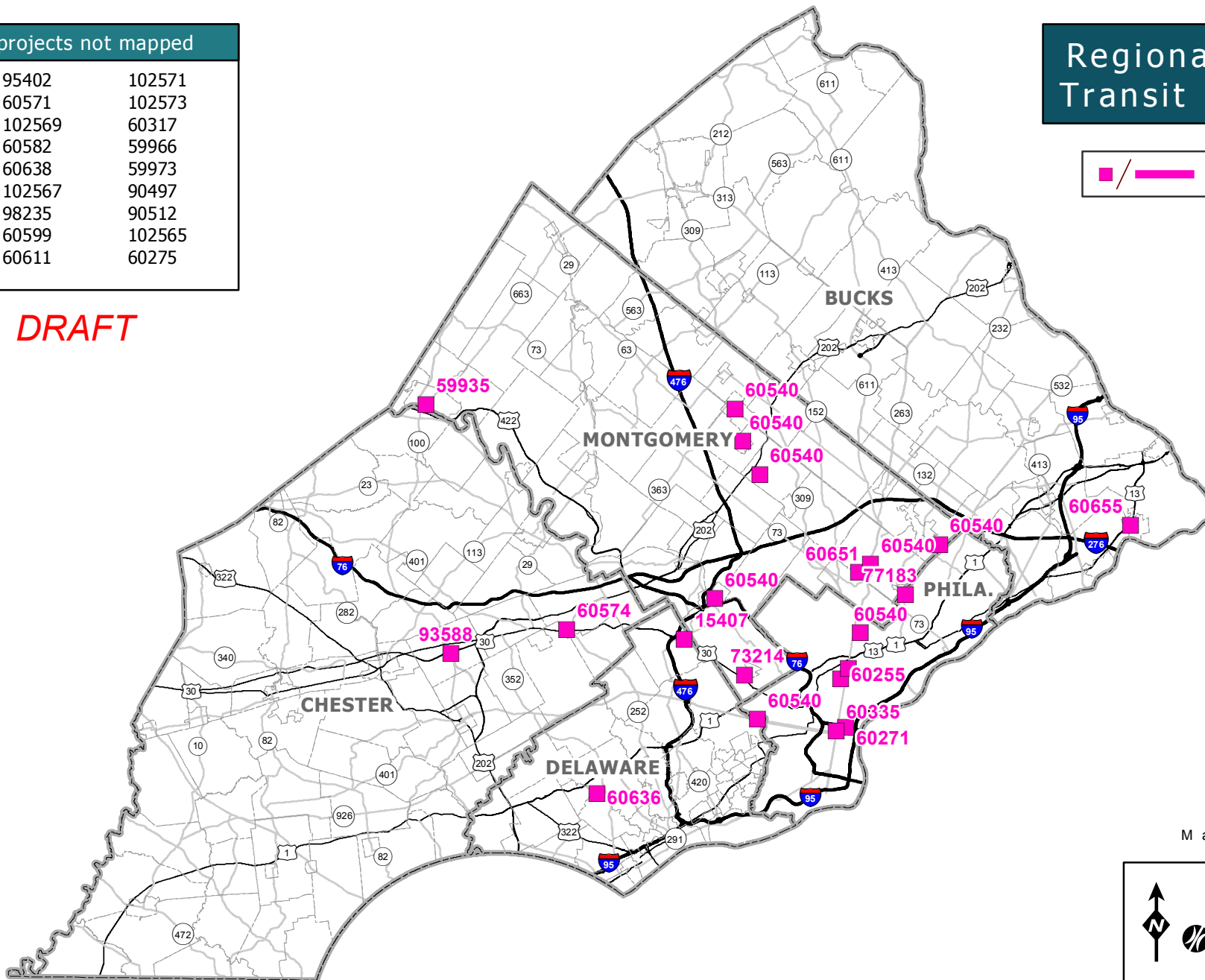
# FY 2015 - 2018 Transportation Improvement Program

## Regional Public Transit Program

projects not mapped	
95402	102571
60571	102573
102569	60317
60582	59966
60638	59973
102567	90497
98235	90512
60599	102565
60611	60275

 Transit Project

**DRAFT**



May 2014

0 1.5 3 4.5 Miles



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# Indicators of Potential Disadvantage and TIP Projects for the Regional Highway Program (FY2015-2018)

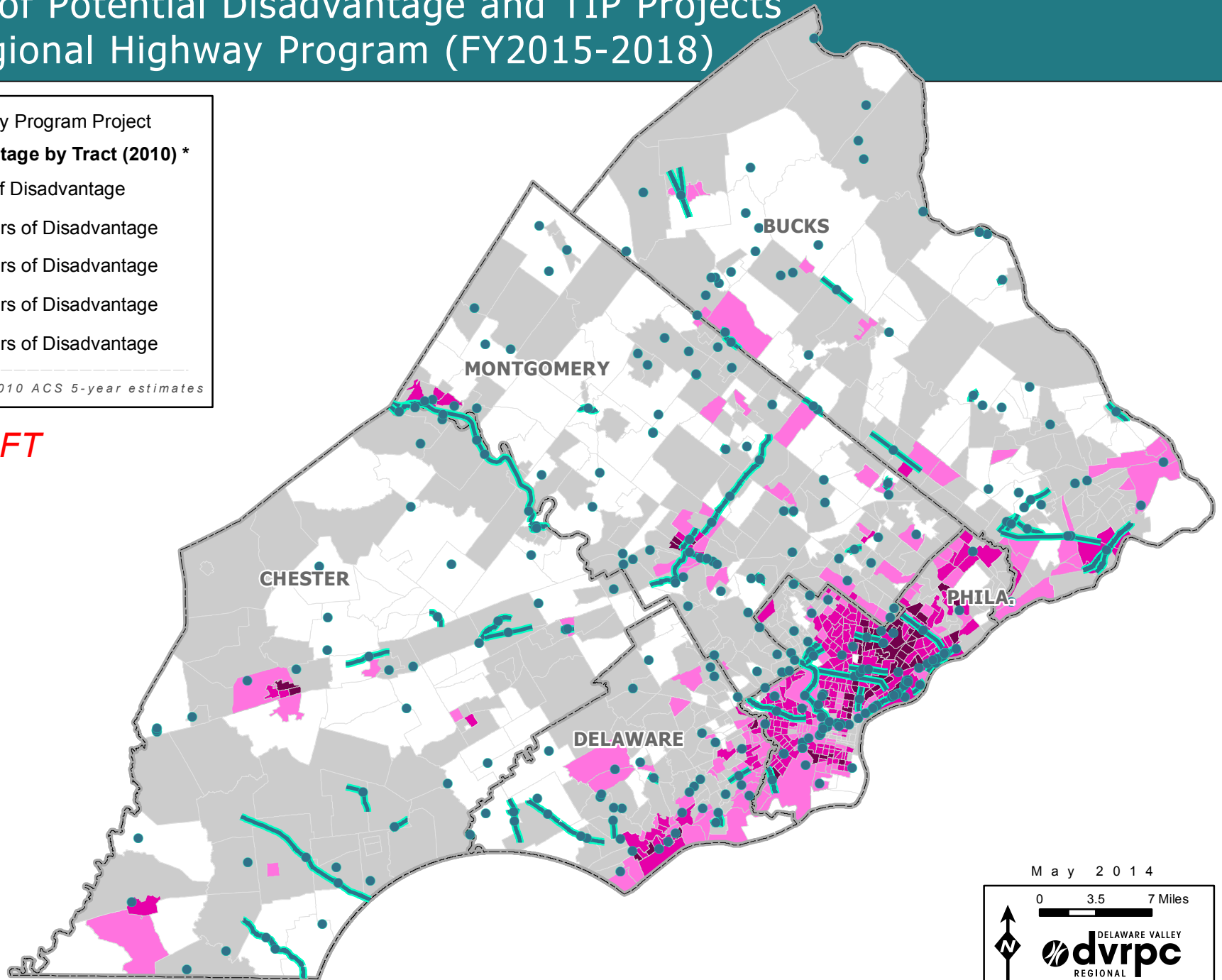
● / — TIP Highway Program Project

**Degrees of Disadvantage by Tract (2010) \***

- ☐ 0 Indicators of Disadvantage
- 1 or 2 Indicators of Disadvantage
- 3 or 4 Indicators of Disadvantage
- 5 or 6 Indicators of Disadvantage
- 7 or 8 Indicators of Disadvantage

\* based on the 2006-2010 ACS 5-year estimates

**DRAFT**



Sources: U.S. Census, PennDOT, DVRPC.







May 2014

0 3.5 7 Miles

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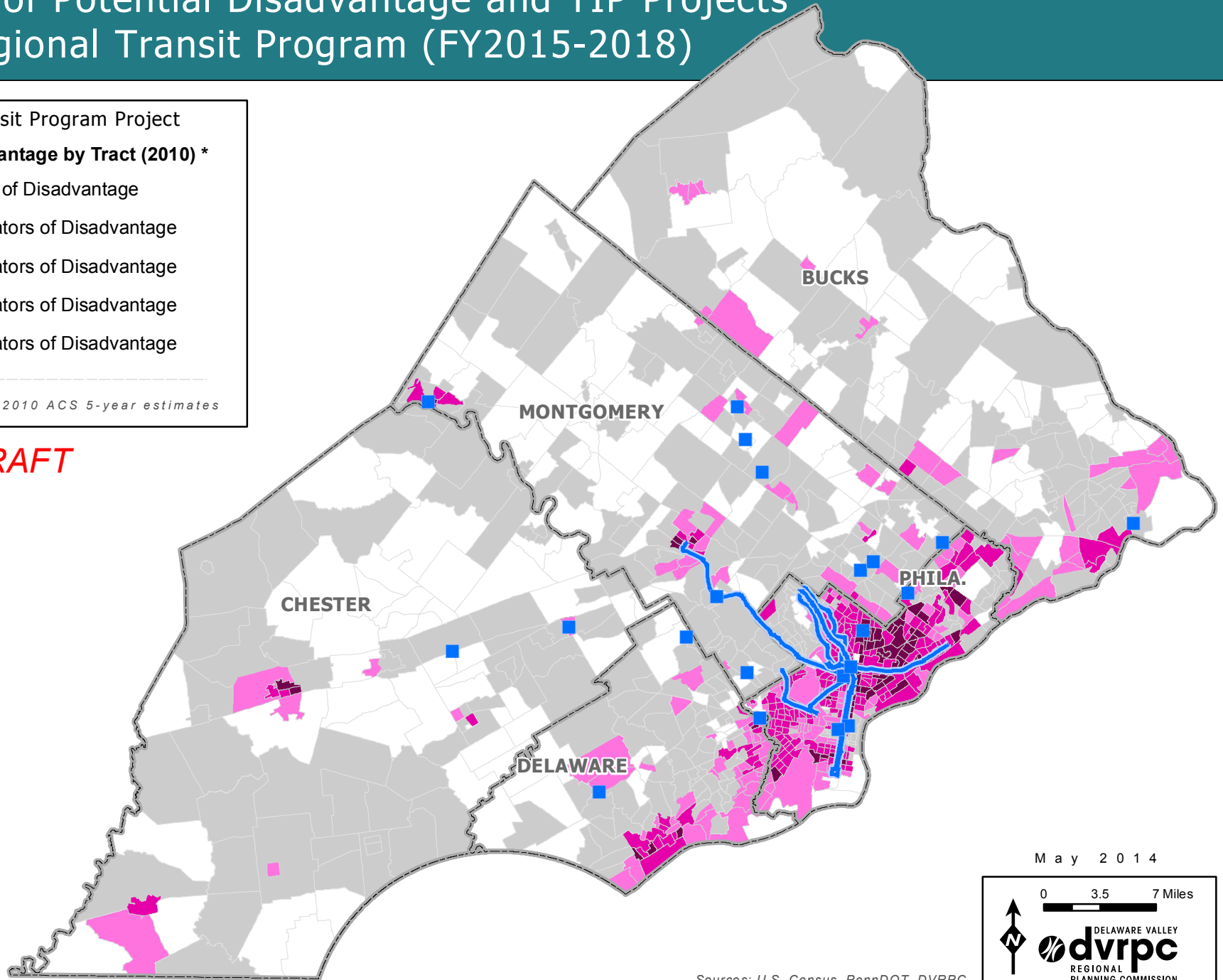


# Indicators of Potential Disadvantage and TIP Projects for the Regional Transit Program (FY2015-2018)

-  TIP Transit Program Project
- Degrees of Disadvantage by Tract (2010) \***
-  0 Indicators of Disadvantage
-  1 or 2 Indicators of Disadvantage
-  3 or 4 Indicators of Disadvantage
-  5 or 6 Indicators of Disadvantage
-  7 or 8 Indicators of Disadvantage

\* based on the 2006-2010 ACS 5-year estimates

**DRAFT**



Sources: U.S. Census, PennDOT, DVRPC.

May 2014



# Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2015-2018)

● / — TIP Highway Program Project

□ Census Tract Boundary (2010)

Tracts with 1 - 4 Indicator of Potential Disadvantage \*\*

■ Have a TIP Project (179) \*

■ Without a TIP Project (351) \*

Tracts with 5 - 8 Indicator of Potential Disadvantage \*\*

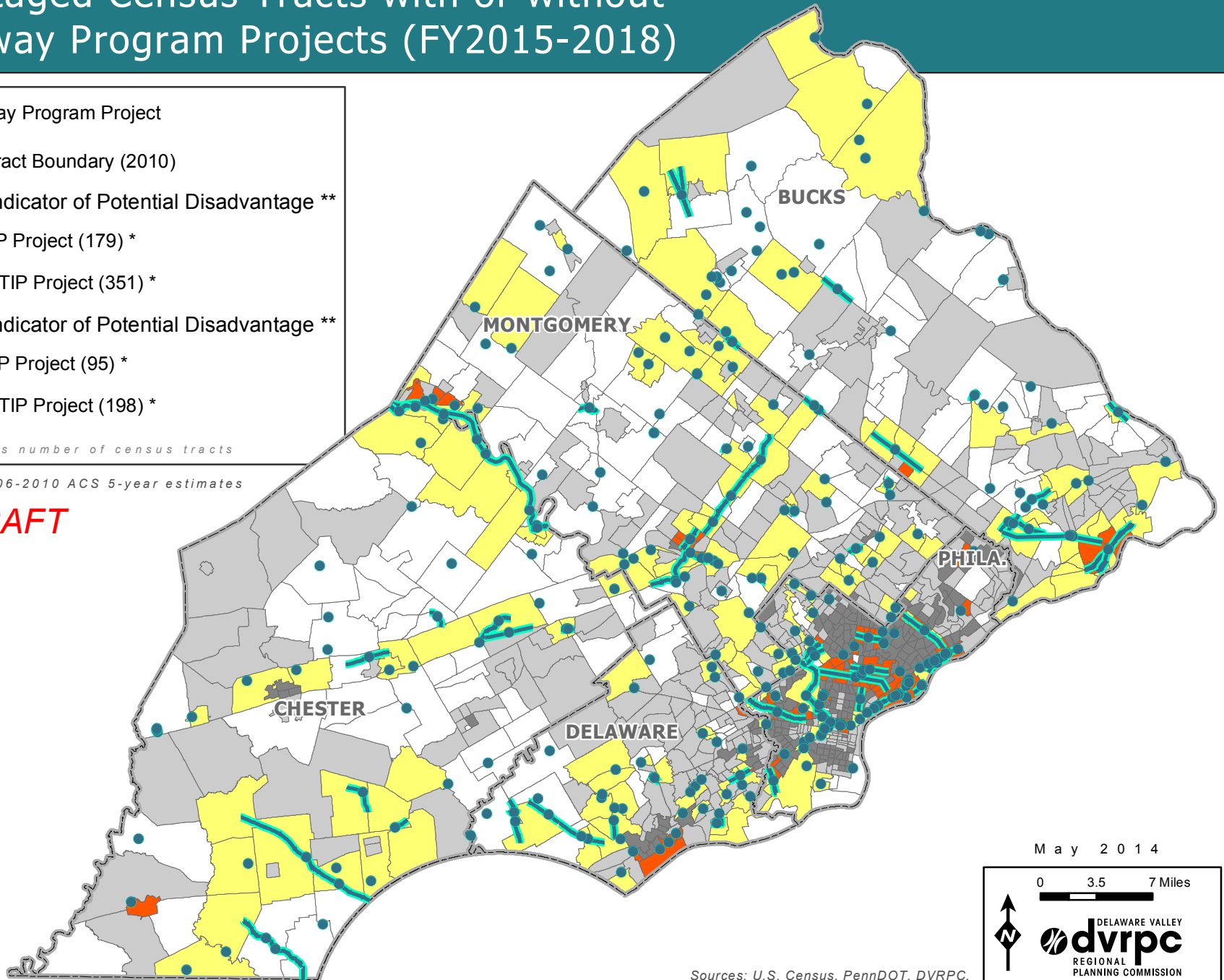
■ Have a TIP Project (95) \*

■ Without a TIP Project (198) \*

\* ( ### ) indicates number of census tracts

\*\* based on the 2006-2010 ACS 5-year estimates

**DRAFT**




May 2014


0 3.5 7 Miles



Sources: U.S. Census, PennDOT, DVRPC.


# Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2015-2018)

 TIP Transit Program Project

 Census Tract Boundary (2010)

Tracts with 1 - 4 Indicators of Disadvantage \*\*

 Have a TIP Project (46) \*

 Without a TIP Project (484) \*

Tracts with 5 - 8 Indicators of Disadvantage \*\*

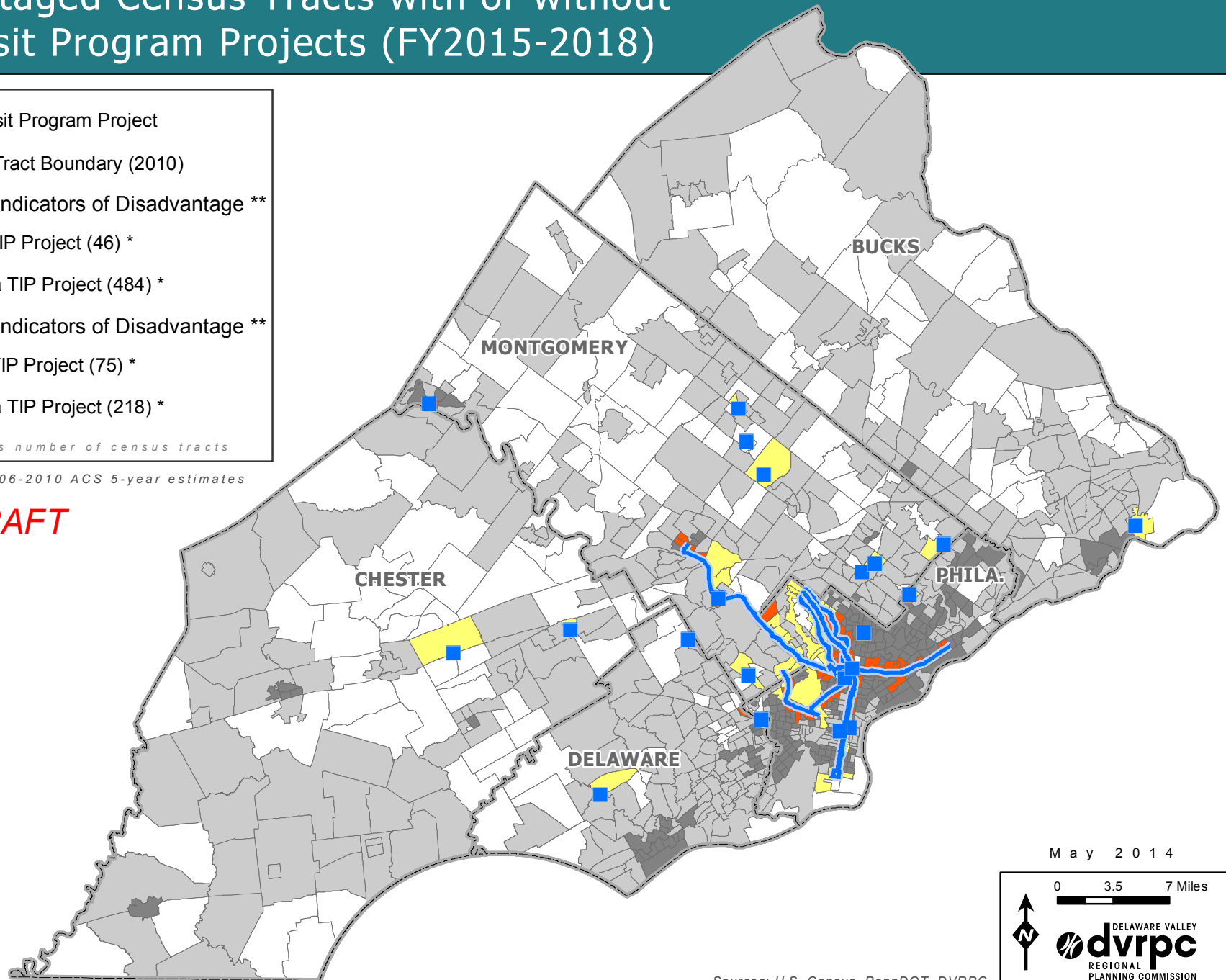
 Have a TIP Project (75) \*

 Without a TIP Project (218) \*

\* ( ### ) indicates number of census tracts

\*\* based on the 2006-2010 ACS 5-year estimates

**DRAFT**



May 2014

0 3.5 7 Miles










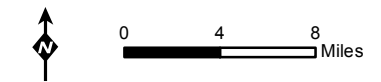
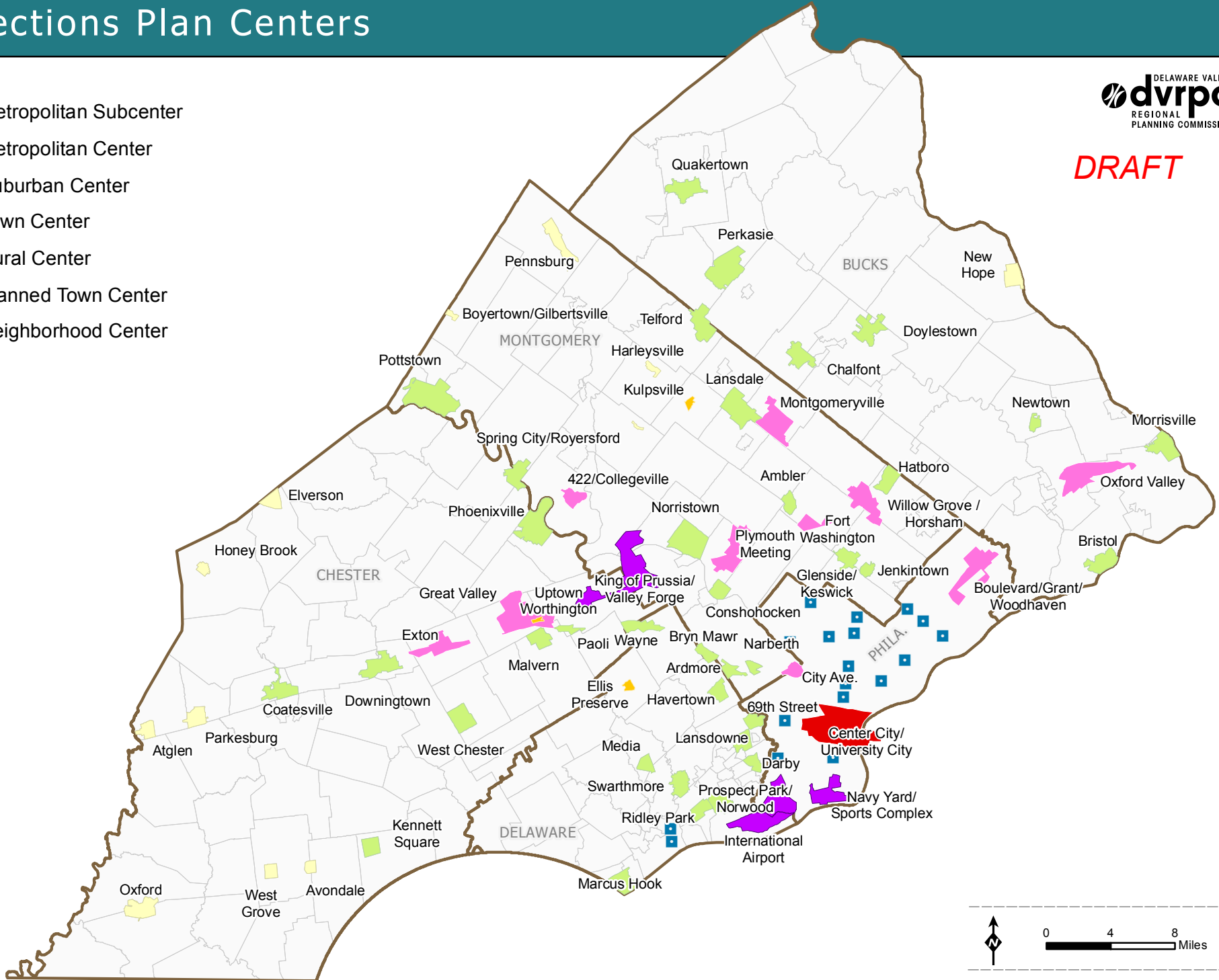
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Sources: U.S. Census, PennDOT, DVRPC.

# Connections Plan Centers

**DRAFT**

-  Metropolitan Subcenter
-  Metropolitan Center
-  Suburban Center
-  Town Center
-  Rural Center
-  Planned Town Center
-  Neighborhood Center



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# HIGHWAY PROJECTS FOR THE FY2015 TIP







# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

Return

LIMITS: US 202 to Park Avenue

No Let Date

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

MRPID:119

IMPROVEMENT: Roadway New Capacity

FC: 16

AQ Code:2035M

DVRPC PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: HNTB/NV

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

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 US 202 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

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	SXF						800								
FD	581						285								
ROW	TOLL														
ROW	SXF								400						
ROW	STP								405						
ROW	581								503						
UTL	581									7,790					
CON	581											13,223			
		0	0	0	0	0	1,085	0	1,308	7,790	0	13,223	0		
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				2,393	<b>Total FY2023-2026</b>			21,013

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 12931**      **Worthington Mill Rd Br (Bridge)**

**LIMITS:** NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 10/13/2016

**MUNICIPALITIES:** Northampton Township; Wrightstown Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community; Rural Area

IPD: 0

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over the Neshaminy Creek on Worthington Mill Road between Swamp Road and Twining Bridge Road in Northampton and Wrightstown Townships. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP	764											
FD	185	191											
ROW	STP		175										
ROW	185		44										
UTL	STP		175										
UTL	185		44										
CON	STP					4,299							
CON	185					1,075							
		<b>955</b>	<b>438</b>	<b>0</b>	<b>0</b>	<b>5,374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>			<b>1,393</b>	<b>Total FY2019-2022</b>			<b>5,374</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 12965**      **Lawn Avenue SR:4033**

**Return**

**LIMITS:** Maple Avenue to Farmers Lane

No Let Date

**MUNICIPALITIES:** Sellersville Borough; West Rockhill Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 17

AQ Code:S10

**DVRPC PLANNING AREA:** Developed Community; Rural Area

IPD: 0

**PROJECT MANAGER:** P/CNV

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TOLL								456				
FD	STU												
ROW	TOLL												
ROW	STU										462		
UTL	TOLL												
UTL	STU										1,777		
CON	581											15,897	
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>456</b>	<b>0</b>	<b>2,239</b>	<b>15,897</b>	<b>0</b>
		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>456</b>	<b>Total FY2023-2026</b>			<b>18,136</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 13014 *Clay Ridge Road Bridge Over Beaver Creek (CB #30)*

LIMITS: Over Beaver Creek

No Let Date

MUNICIPALITIES: Tinicum Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Reconstruction of a 1909 reinforced concrete arch bridge located in Tinicum Township. The bridge is 25 feet long and is identified as County Bridge #30.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	BOF		50										
ROW	183		9										
ROW	LOC		3										
UTL	BOF			45									
UTL	183			8									
UTL	LOC			3									
CON	BOF					2,006							
CON	183					376							
CON	LOC					125							
		0	62	56	0	2,507	0	0	0	0	0	0	0
		Total FY2015-2018			118	Total FY2019-2022			2,507	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 13240 *Old Bethlehem Road Bridge Over Kimples Creek SR:4101*

LIMITS: Over Kimples Creek

Est Let Date: 6/18/2016

MUNICIPALITIES: Haycock Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 7

AQ Code:S19

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185	3,588												
CON	STU			2,976										
CON	185			744										
		<b>3,588</b>	<b>0</b>	<b>3,720</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>7,308</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13248** *Walnut Street Bridge Over Perkiomen Creek (CB #13) SR:7009*

**LIMITS:** Over Perkiomen Creek

Est Let Date: 3/8/2018

**MUNICIPALITIES:** Perkasio Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project.

The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	BOF				4,081								
CON	183				765								
CON	LOC				255								
		0	0	0	5,101	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>5,101</b>	<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 13249** *Stone Bridge Road (Bridge) SR:7009*

**LIMITS:** Over Deep Run

No Let Date

**MUNICIPALITIES:** Bedminster Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

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.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183		1,311										
CON	LOC		328										
		0	1,639	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>1,639</b>	<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 13296 Rickert Road Bridge Over Morris Run Creek (CB #21) SR:7009

LIMITS: Over Morris Run Creek

Est Let Date: 8/13/2015

MUNICIPALITIES: Hilltown Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing two lane bridge without shoulders with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	183	47													
ROW	LOC	12													
CON	STU		811												
CON	183		152												
CON	LOC		50												
		59	1,013	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,072		Total FY2019-2022			0		Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13347 I-95, PA Turnpike Interchange (TPK)- STAGE 1 SR:0095**

**LIMITS:** Exit 28 to 29 and parts of I-95

No Let Date

**MUNICIPALITIES:** Bensalem Township; Bristol Township; Middletown Township

MRPID:35

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** AECOM/M. Girman

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative. All Stage 1 project funding not covered by Contracts D10 (MPMS 95439) and D20 (MPMS 95444) is included below based on the latest program schedule.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway Road, Richlieu Road and Bristol-Oxford Valley Roads over the Turnpike and Ford Road over I-95. Additional Stage 1 completed work includes the PA Turnpike's Northwest Quadrant Wetland Mitigation Site, the Plumbridge Greenway Stream Mitigation Site, and the advanced Intelligent Transportation System deployment. Current and remaining Stage 1 work includes construction of the new mainline toll plaza between Richlieu and Galloway Roads. The toll plaza will feature Express E-Zpass lanes which will allow motorists to pass through the plaza at highway speeds. Conventional toll booths will be provided in the outside lanes of the plaza for cash paying customers. This toll plaza phase will also include the construction of an All Electronic Toll (AET) tolling area at the Delaware River Bridge in the westbound direction and the removal of the Route 13 Interchange toll plaza. The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would be redesignated in PA and NJ. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction. Stage 1 will operate independently until future stages are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. Funding noted below provides for Stage 1 improvements only, and the remaining total estimated cost of Stage 1 (all phases) is \$370.35 million.

A future Stage 2 will include construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from two lanes in each direction to three lanes in each direction in addition to the associated reconstruction work on the Turnpike and I-95. A future Stage 3 will include a new parallel bridge over the Delaware River. Construction of Stages 2 and 3 is not anticipated to begin until 2020 or later. This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TPK	3,550											
FD	TPK		3,500										
FD	TPK			2,500									
ROW	TPK	1,000											
CON	TPK	20,000											
CON	TPK		22,000										
CON	TPK			30,000									
CON	TPK				20,000								
		<b>24,550</b>	<b>25,500</b>	<b>32,500</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>102,550</b>		<b>Total FY2019-2022</b>				<b>0</b>			
						<b>Total FY2019-2022</b>				<b>0</b>			
										<b>Total FY2023-2026</b>			
										<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13377**      *Main St over SEPTA (Bridge)*

**LIMITS:** Sellersville Borough

Est Let Date: 12/14/2017

**MUNICIPALITIES:** Sellersville Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185	398											
FD	185		437										
ROW	185			225									
UTL	185			450									
CON	185				4,564								
CON	581				73								
		<b>398</b>	<b>437</b>	<b>675</b>	<b>4,637</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
					<b>6,147</b>				<b>0</b>				<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13440**      **Allentown Road and PA 663 Bridges (2) Over Licking Creek SR:0663**

**LIMITS:** Over Licking Creek

Est Let Date: 2/26/2015

**MUNICIPALITIES:** Milford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14; 16; 17

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** TSS/H. Freed

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14G

The project includes the replacement of 2 bridges: one carrying PA 663 over Unami Creek, and one carrying Allentown Road Bridge over Licking Creek. The replacement of the PA 663 Bridge over Unami Creek will be designed for sufficient width to accommodate staged traffic control during construction of the roadway widening. The structure will also be designed to be able to accommodate structural and hydraulic considerations for future widening to a five-lane section. This project also includes the widening of Allentown Road at the S.R. 0663 intersection to accommodate a two-lane section with a left turn lane on the southbound approach as well as the turning movement requirements for the WB-50 design vehicle with the minimum approach work possible. The northbound approach will be designed for a minimum two-lane section with the possibility of a left turn lane investigated; the replacement of the existing traffic signal equipment at the PA 663 intersection with Allentown Road and revisions to the traffic signal phasing and timing to improve operational inefficiencies, and the reconstruction of the existing pavement within the project limits.

All work on PA 663 and Allentown Road will be reduced in length from the original design to that which is necessary to meet required left turn lane and taper lengths and hydraulic considerations for the Unami Creek Bridge and Licking Creek Bridge. It is anticipated that approximately 2,420 feet of PA 663 and approximately 600 feet of Allentown Road will be reconstructed.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	TOLL												
ROW	STU	1,167											
UTL	581	175											
CON	STU		2,304										
CON	NHPP		1,885										
CON	185		471										
CON	581		576										
CON	STU			2,304									
CON	NHPP			1,885									
CON	581			576									
CON	185			471									
		<b>1,342</b>	<b>5,236</b>	<b>5,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>11,814</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13549**      **US 1 (Bridges) Design (Section 03S) SR:0001**

**LIMITS:** PA 413 - PA Turnpike

No Let Date

**MUNICIPALITIES:** Bensalem Township; Middletown Township

MRPID:37

**IMPROVEMENT:** Roadway New Capacity

**FC:** 12; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/P. Berthold

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the S.R. 8017 (Street Road), S.R. 8019 (PA Turnpike), S.R. 8055 (Neshaminy/Rockhill Drive), and S.R. 8067 (Pennel/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 eight (8) bridges, rehabilitation of one (1) bridge, the removal of one (1) bridge, the construction of six (6) retaining walls and the potential construction of two (2) noise walls. The bridges to be replaced are those which carry S.R. 0001 over S.R. 0132 (Street Road) (1B), I-0276 (the PA Turnpike) (9B), the PA Turnpike (Ramps I and J) (2B), S.R. 2044 (Rockhill Drive) (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries S.R. 2025 (Bristol Road) over Route 1 (10B) and the bridge that carries West Interchange Road over S.R. 0001 (11B) are also to be replaced. The bridge that is to be removed (3B) currently carries S.R. 0001 (Route 1) over a closed private access road. The rehabilitated bridge carries S.R. 0001 over Highland Ave. (S.R. 2008).

See MPMS 93444, 93445, and 93446 for the construction sections.

The reconstruction and widening project 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.

Project CMP (Congestion Management Process) commitments are currently under development.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	4,244											
FD	581	1,061											
ROW	581		9,682										
ROW	581			12,282									
UTL	581				4,869								
		<b>5,305</b>	<b>9,682</b>	<b>12,282</b>	<b>4,869</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>32,138</b>		<b>Total FY2019-2022</b>				<b>0</b>			
										<b>Total FY2023-2026</b>			
										<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13606** *Hulmeville Avenue Bridge Over Conrail SR:2047*

**LIMITS:** Over Conrail

Est Let Date: 3/26/2015

**MUNICIPALITIES:** Middletown Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/D. Barr

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	185	4,832												
CON	185		4,186											
		4,832	4,186	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>9,018</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13607** *Upper Ridge Road Bridge Over Unami Creek SR:4033*

**LIMITS:** Over Unami Creek

Est Let Date: 5/15/2015

**MUNICIPALITIES:** Milford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 7

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** Plans/C. Veiga

**CMP:** Not SOV Capacity Adding

This project involves removing and replacing the existing bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	185	473														
CON	581		2,704													
		473	2,704	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2015-2018</b>			<b>3,177</b>				<b>Total FY2019-2022</b>				<b>0</b>			
									<b>Total FY2023-2026</b>				<b>0</b>			

**MPMS# 13609** *PA 313/US 202, East State Street to Mechanics Road Intersection Improvements SR:0202*

**LIMITS:** PA 313/Swamp Road and US 202, East State Street to

Est Let Date: 6/5/2014

**MUNICIPALITIES:** Buckingham Township; Doylestown Borough; Doylestown Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 12; 14

AQ Code:R3

**DVRPC PLANNING AREA:** Growing Suburb; Developed Community

IPD: 0

**PROJECT MANAGER:** HNTB/G. Gumas

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8G, 8H

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.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	TOLL															
CON	NHPP	1,000														
CON	581	7,752														
		8,752	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2015-2018</b>			<b>8,752</b>				<b>Total FY2019-2022</b>				<b>0</b>			
									<b>Total FY2023-2026</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13635** *Oxford Valley Road/Lincoln Highway Intersection Improvements SR:2029*

**LIMITS:** At US 1 and Bristol/Levittown Parkway

No Let Date

**MUNICIPALITIES:** Falls Township; Middletown Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 16; 17

AQ Code:R1

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU							5,942						
CON	581							1,485						
		0	0	0	0	0	0	7,427	0	0	0	0	0	
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>				7,427	<b>Total FY2023-2026</b>			0

**MPMS# 13716** *Headquarters Road Bridge Over Tincum Creek SR:1012*

**LIMITS:** Over Tincum Creek

Est Let Date: 4/16/2015

**MUNICIPALITIES:** Tincum Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 8

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Headquarters Road Bridge over Tincum Creek in Tincum Township, Bucks County. This bridge is structurally deficient, functionally obsolete, and currently closed to traffic due to its deteriorated condition. The bridge is a contributing resource to the Ridge Valley Rural Historic District which is listed in the National Register of Historic Places. A final alternative for bridge rehabilitation or replacement is determined upon completion of the review process required by the National Environmental Policy Act (NEPA) and its supporting regulations.

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 existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tincum Creek. No utility conflicts are anticipated.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	2,546												
CON	185	637												
		3,183	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			3,183	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 13727** *Bristol Road Intersection Improvements SR:2025*

**LIMITS:** PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 7/15/2016

**MUNICIPALITIES:** Bensalem Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** HNTB/J. Alfieri

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I, 12A

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, 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. Future traffic volumes were considered during the Preliminary Engineering of this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581												
CON	581				5,182								
CON	581					5,182							
		0	0	0	5,182	5,182	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>5,182</b>	<b>Total FY2019-2022</b>			<b>5,182</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 17918** *I-95, Transit Improvements/FLEX (Cornwells Heights)*

**LIMITS:** Cornwells Heights Shuttle Bus Operations

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:M1

**DVRPC PLANNING AREA:**

IPD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 12A

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the R7 Cornwells Heights and adjacent PENNDOT Park and Ride lot. This service serves as a CMP (Congestion Management Process) commitment for I-95 reconstruction projects.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	470												
CON	LOC	117												
CON	STP		494											
CON	LOC		123											
		<b>587</b>	<b>617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,204</b>		<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>	

**MPMS# 47392** *Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration SR:0013*

**LIMITS:** PA 413 to Levittown Parkway

Actl Let Date: 10/4/2012

**MUNICIPALITIES:** Bristol Borough; Bristol Township; Tullytown Borough

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 12; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 4

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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# 65922, 71159, and 77449.

**TOLL CREDIT**

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	2,000												
		<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>2,000</b>		<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

**MPMS# 50634** County Line Road Restoration (M04)(3R) SR:2038

**LIMITS:** Kulp Road to PA 611

Est Let Date: 2/18/2016

**MUNICIPALITIES:** Horsham Township; Warrington Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 14

AQ Code:S10

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** Gannett/B. Rasiul

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12B

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.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	679													
FD	581	170													
CON	NHPP		3,788												
CON	581		947												
CON	NHPP			3,788											
CON	581			947											
CON	NHPP				2,788										
CON	581				1,947										
		<b>849</b>	<b>4,735</b>	<b>4,735</b>	<b>4,735</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>15,054</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 57619**      **Route 313 Corridor Improvements SR:0313**

**LIMITS:** Ferry Road to Broad Street

Est Let Date: 10/17/2019

**MUNICIPALITIES:** New Britain Township; Plumstead Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14

**AQ Code:**2025M

**DVRPC PLANNING AREA:** Growing Suburb

**IPD:** 0

**PROJECT MANAGER:** SAN/VAG

**CMP:** Minor SOV Capacity

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP	1,273												
FD	581	318												
ROW	STP		612											
ROW	581		153											
UTL	581			563										
CON	STU					12,135								
CON	581					3,033								
		1,591	765	563	0	0	15,168	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>2,919</b>		<b>Total FY2019-2022</b>			<b>15,168</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 57624**      **Woodbourne Road/Lincoln Highway Intersection Improvements SR:2033**

**LIMITS:** Terrace Road to First Street at Old Lincoln Highwa

Est Let Date: 12/15/2015

**MUNICIPALITIES:** Middletown Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14; 16

**AQ Code:**2025M

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 2

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 4A, 5I

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP		3,382											
		0	3,382	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>3,382</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

**MPMS# 57625**      **Route 232, Swamp Road Safety Improvements SR:0232**

**LIMITS:** Neshaminy Creek to PECO Right-of-Way

Est Let Date: 8/27/2015

**MUNICIPALITIES:** Wrightstown Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 16

AQ Code:R2

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** EE/J. Detora

**CMP:** Minor SOV Capacity

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU		1,093											
CON	HSIP		2,733											
		0	3,826	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>3,826</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 57635**      **Quakertown Joint Closed Loop Signal System SR:0309**

**LIMITS:** PA 309/California Road/Main Street

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Quakertown Borough; Richland Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD: 4

**PROJECT MANAGER:** AECOM/E. Reagle

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14G

The closed-loop traffic signal system will comprise fifteen existing signalized intersections and one proposed signalized intersection along the SR0309 corridor and adjacent streets within the Township and Borough. The project will also include vehicle and pedestrian LED signal indications, emergency vehicle pre-emption, vehicle loop detection, underground conduit and junction boxes, and controller cabinets will be replaced and/or installed at each intersection. Existing signal poles and mast arms that do not meet structural loading requirements will also be replaced. Each controller will be interconnected by aerial fiber-optic cable mounted on utility poles completed under the District's Intelligent Transportation System (ITS) initiatives. In addition, timing changes will be made to accommodate the traffic conditions and master controllers will manage the system from within the Township Building or Quakertown Borough Building for the respective intersections under their jurisdiction.

The 15 Intersections include:

- West End Boulevard (SR0309) and Tollgate Road (SR4049)
- West End Boulevard (SR0309) and Franklin Lane/Station Road
- West End Boulevard (SR0309) and Richland Mall Driveway
- West End Boulevard (SR0309) and Trumbauersville Road (SR4051)
- West End Boulevard (SR0309) and Park Avenue
- West End Boulevard (SR0309) and John Fries Highway (SR0663)/West Broad Street (SR313)
- West End Boulevard (SR0309) and Trainer's Corner Access/Quakertown Plaza Access
- West End Boulevard (SR0309) and Richland Crossing Access
- West End Boulevard (SR0309) and West Pumping Station Road
- Main Street and Park Avenue
- John Fries Highway (SR0663) and Hickory Drive/Trainer's Corner Access
- Main Street and West Broad Street (SR313)
- Main Street and Mill Street
- California Road and Pumping Station Road

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	CAQ	3,695											
		<b>3,695</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>3,695</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 57639** *Newtown-Yardley Road Intersection Improvements SR:0000*

**LIMITS:** At Terry Drive/Lower Dolington Road/Friends Lane/P

Est Let Date: 6/4/2015

**MUNICIPALITIES:** Newtown Borough; Newtown Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD: 1

**PROJECT MANAGER:** AECOM/E. Reagle

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 13A

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).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581	1,147												
		1,147	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			1,147	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

**MPMS# 64779** *County Line Road Widening SR:2038*

**LIMITS:** Stump Road to Lower State Road/Kulp Road

Est Let Date: 3/26/2015

**MUNICIPALITIES:** Horsham Township; Warrington Township; Montgomery Township

MRPID:34

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** Gannett/B.Masi

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 12B

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 standard 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	3,100												
CON	581	775												
CON	NHPP		3,187											
CON	581		797											
CON	NHPP			8,989										
CON	581			2,247										
		3,875	3,984	11,236	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			19,095	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 64781** *Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036*

**LIMITS:** Over Branch of Neshaminy Creek

Est Let Date: 7/15/2016

**MUNICIPALITIES:** Newtown Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 16

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** EE/J. Detora

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd.) over an unnamed tributary to Neshaminy Creek. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora Farm Property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	581	557													
UTL	581	279													
CON	581			2,517											
CON	185			1,161											
		836	0	3,678	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>4,514</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

**MPMS# 69912** *River Road Bridge Over Tohickon Creek SR:0032*

**LIMITS:** Over Tohickon Creek

Actl Let Date: 8/15/2013

**MUNICIPALITIES:** Plumstead Township; Tinicum Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 6

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb; Rural Area

IPD: 0

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Not SOV Capacity Adding

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 Tinicum 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 approximately 200 feet.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	BOF*	900													
		900	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>900</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 70218** *Delaware Canal Pedestrian Tunnel*

**LIMITS:** Under CSX Spur Line

Est Let Date: 2/26/2015

**MUNICIPALITIES:** Falls Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/DVRPC/J. Briggs

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5I

This project provides a component of the East Coast Greenway and will provide for safe, direct trail passage on the towpath. A 200 feet 16' x 8' compartmentalized concrete box is to be placed under a USX spur line by tunnel jacking to accommodate a 4' wide bike/ped trail, linking to the existing towpath trail on either side of the rail road.

TOLL CREDIT

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	SXF	700													
CON	STU	1,433													
		<b>2,133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>				<b>2,133</b>				<b>Total FY2019-2022</b>				<b>0</b>	
						<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>	<b>0</b>

**MPMS# 74827** *Delaware Canal Enhancement*

**LIMITS:** Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 5/5/2016

**MUNICIPALITIES:** Bristol Borough; Yardley Borough

**IMPROVEMENT:** Streetscape

**FC:**

AQ Code:X12

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** AECOM/C. Beissel

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A

The proposed structure will be a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

The existing Delaware Canal Aqueduct and Tow Path Bridge are located over Brock Creek in Delaware Canal State Park, Yardley Borough. The Delaware Canal runs in a northwest to southwest direction through Yardley, almost parallel to Main Street. The Aqueduct is just northwest of the crossing of S.R. 332/Afton Avenue and carries the Delaware Canal over Brock Creek. At the project location, the Delaware River flows parallel to the Delaware Canal approximately 1000 feet northeast of the site.

The existing Aqueduct is a single span reinforced concrete u-slab, having a 24-inch depth, with reinforced concrete abutments and wingwalls. The existing tow path bridge is a single span reinforced concrete arch located on the same substructure as the aqueduct, although it appears to have been constructed at different times. Both of the structures have a clear span of 27.3' and are located on a skew of approximately 61° to Brock Creek. The structures of interest are located in a very flood prone location. It is believed that the low under clearance and short span of the existing aqueduct coupled with debris further reducing the hydraulic opening is the primary reason for flooding.

This project is funded by a \$2,400,000 SAFETEA-LU Earmark (PA ID# 490/FED ID# 2979)

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	SXF			2,640											
CON	LOC			788											
		<b>0</b>	<b>0</b>	<b>3,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>				<b>3,428</b>				<b>Total FY2019-2022</b>				<b>0</b>	
						<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>	<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 78516**      **Bridge Replacement Brownsville Road**

**LIMITS:** Brownsville Road over Neshaminy Creek

Est Let Date: 10/15/2017

**MUNICIPALITIES:**

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 0

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5I

This project involves rehabilitating or replacing the Bridge at Brownsville Road over Neshaminy Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185		1,311											
CON	STP				4,869									
CON	185				1,217									
		0	1,311	0	6,086	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>7,397</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 86860**      **PA 611 Bridge Over Cooks Creek**

**LIMITS:** Over Cooks Creek

Est Let Date: 12/15/2015

**MUNICIPALITIES:** Durham Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 2

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 1

**PROJECT MANAGER:** Gannett/V. Genua

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the superstructure of a 72 feet long, 37 foot wide, single span bridge due to the cracking and bulging of the abutments. The bridge currently has 2 lanes in each direction with 8' shoulders on each side. The bridge has the following condition ratings: deck - 5, super - 4, sub - 4. Sufficiency rating: 44.6

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	185	1,591												
ROW	TOLL													
ROW	STU		33											
ROW	STP		31											
UTL	TOLL													
UTL	STU		109											
CON	581				8,115									
		1,591	173	0	8,115	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>9,879</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)**

**LIMITS:** Church Road to Tollgate Road

Est Let Date: 6/30/2016

**MUNICIPALITIES:** Hatfield Township; Hilltown Township; Richland Township; West Rockhill Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 2; 12; 14; 16; 17

AQ Code:S10

**DVRPC PLANNING AREA:** Growing Suburb; Rural Area

IPD: 1

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation, drainage and safety signage of approximately 17.34 segment miles (both sides).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP	849											
PE	581	212											
FD	NHPP		4,776										
FD	581		1,194										
ROW	NHPP			90									
ROW	581			23									
UTL	NHPP			90									
UTL	581			23									
CON	NHPP				12,544								
CON	581				3,136								
CON	NHPP					12,544							
CON	581					3,136							
CON	NHPP						12,544						
CON	581						3,136						
		1,061	5,970	226	15,680	15,680	15,680	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>22,937</b>		<b>31,360</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	

**MPMS# 87744 Wall and Pavement Repair, SR 0032 – LG1(River Road)**

**LIMITS:**

Est Let Date: 12/18/2014

**MUNICIPALITIES:** Solebury Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 6

AQ Code:S10

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** Plans/C. Veiga

**CMP:** Not SOV Capacity Adding

This project involves the construction of a retaining wall, widening and repair of the bituminous roadway, drainage improvements to help prevent future deterioration of the new wall and roadway, and construction of a guide rail on State Route 0032-LG1(River Road). The location is approximately 200 feet north of Paxon Road to approximately 1,100 feet south of Paxon Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	STU	4,164											
		4,164	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>4,164</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>		<b>0</b>	



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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 88083**      **Stoopville Road Improvements - Phase 2**

**LIMITS:** SR 532 to SR 413

Est Let Date: 6/16/2016

**MUNICIPALITIES:**

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 16; 17

AQ Code:R2

**DVRPC PLANNING AREA:**

IPD: 0

**PROJECT MANAGER:** Gannett/B. Rasiul

**CMP:** Minor SOV Capacity

This project involves construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project extends from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532.

Proposed improvements include:

- (1) New traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd. (S.R. 2028) intersection
- (2) Traffic control and gateway signs and painting of stop bars on pavement along Washington Crossing Rd. through village of Dolington, including multi-way stop at intersection of Washington Crossing Rd. and Dolington Rd.
- (3) 6' wide Pedestrian walkway along sections of northern and southern side of Stoopville Rd., western side of Eagle Rd. to Marigold Dr.; and northern side of Washington Crossing Road to Highland Park. Along with this construction will include: decorative crosswalks, new ADA-compliant curb ramps for walking path crossings at the Eagleton Farms Rd. and Stoopville Rd. intersection, and a 12 ft. extension of existing pipe culvert to carry tributary to Hough's Creek beneath Stoopville Rd. between Highland Rd. and Creamery Rd.
- (4) New turn lane to two intersections: 200' turn lane from southbound Durham Road onto eastbound Stoopville Road, including installation of a new traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection, and a new 150' turn lane from South Bound Highland Road onto westbound 532 at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection.
- (5) Widening west side of Highland Rd. at Washington Crossing Rd. to provide exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road, and (6) relocation of utility poles to directly behind edge of new pavement to accommodate the widened highway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581	200												
ROW	581	50												
UTL	581	50												
CON	TOLL													
CON	STP			1,407										
		300	0	1,407	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>1,707</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 90327** *River Rd o/ Trib Delaware (Bridge)*

**Return**

**LIMITS:** Solebury Township, Bucks County

No Let Date

**MUNICIPALITIES:** Solebury Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 6

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over a Tributary of the Delaware River on River Road between Laurel Road and Paxon Road in Solebury Township. It is a structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	185						61						
UTL	185						61						
CON	185							1,267					
		0	0	0	0	0	122	1,267	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>			<b>1,389</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 92741** *Main St o/Br Perkiomen Cr (Bridge)*

**LIMITS:** Sellersville Borough, North of Park ave Intersection

Est Let Date: 12/8/2016

**MUNICIPALITIES:** Sellersville Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14; 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing state bridge over the Perkiomen Creek on Main Street between Maple Avenue and Diamond Street in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185	610											
FD	185		464										
ROW	185			169									
UTL	185			225									
CON	185					4,299							
		610	464	394	0	4,299	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>1,468</b>	<b>Total FY2019-2022</b>			<b>4,299</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 93444**      **Route 1 Improvement-South (Section RC1)**      **Return**  
**LIMITS:** S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike Exchange, Bucks County      No Let Date  
**MUNICIPALITIES:** Bensalem Township      MRPID:37  
**IMPROVEMENT:** Roadway Rehabilitation      **FC:** 12; 14; 16      AQ Code:2025M  
**DVRPC PLANNING AREA:** Developed Community      IPD: 2  
**PROJECT MANAGER:** TSS/PWB      **CMP:** Major SOV Capacity      CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses two (2) interchanges: S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike) interchanges.

The S.R. 0001 Group 03S Section RC1 project includes reconstruction and widening of S.R. 0001, upgrading two (2) interchanges, reconstruction of four (4) bridges and removal of one (1) bridge. The improvements for this section of S.R. 0001 are as follows:  
 -Widening of S.R. 0001 median width to meet current design criteria.  
 -Raising the S.R. 0001 profile from south of the Street Road interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structures over S.R. 0132 (Street Road), I-0276 (PA Turnpike) and the PA Turnpike Ramps (Ramps I & J).  
 -Adding a third travel lane along S.R. 0001 in each direction from the Street Road interchange to north of the PA Turnpike Interchange  
 -Adding a northbound right-turn lane along S.R. 0001 from the S.R. 2037 (Old Lincoln Highway) intersection north to the Street Road interchange.  
 -Reconfiguring the Street Road interchange to remove the four (4) traffic movements (ramps) between westbound Street Road and S.R. 0001 northbound and southbound from the northern side of Street Road and adding the movements to the southern side. Removing these movements from the north side of the interchange eliminates access and egress points along S.R. 0001, allowing longer weave lengths between the Street Road interchange and the PA Turnpike interchange. Reconfiguring the interchange includes improvements to the existing ramp geometry and the addition of a ramp in the southwestern quadrant. Traffic signals will be added on Street Road at each of the two (2) proposed ramp intersections. The existing signal timings will be evaluated.  
 -Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the Street Road interchange and the PA Turnpike interchange.  
 -Increasing the existing loop ramp radius to improve design speed to 30 mph and incorporating a second lane on the S.R. 0001 northbound exit ramp to the PA Turnpike at the PA Turnpike interchange.  
 -Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.  
 -Removing the existing Limited Access on Street Road within the S.R. 0001 interchange. Entrances directly accessing S.R. 0001 through the Street Road interchange will be eliminated by relocating the driveways allowing entrances access from Street Road.  
 -Structure improvements include the replacement of four (4) existing bridges, the removal of one (1) existing bridge, the construction of one (1) retaining wall and the construction of one (1) noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over S.R. 0132 (Street Road), I-0276 (the PA Turnpike), and the PA Turnpike Ramps (Ramps I & J). The S.R. 2025 (Bristol Road) bridge over S.R. 0001 will also be replaced. The existing bridge to be removed currently carries S.R. 0001 over a closed private access road located between the PA Turnpike and Neshaminy interchanges.

This project will include upgrades to guiderail, drainage improvements and signage improvements.

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 and the Railroad.

Project CMP components will be determined in coordination with FHWA, PennDOT, SEPTA, BCPC, and BucksTMA.

Design Parent is MPMS #13549.  
 Route 1 Improvements Northern section RC2 is MPMS #93445.  
 Route 1 Frontage section RC3 is MPMS #93446.

Project CMP (Congestion Management Process) commitments are currently under development.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP									21,502			
CON	581									5,376			
CON	NHPP										21,502		
CON	581										5,376		
CON	NHPP											21,502	

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<b>Bucks</b>													
CON	581										5,376		
CON	NHPP										21,502		
CON	581										5,376		
		0	0	0	0	0	0	0	0	26,878	26,878	26,878	26,878
		Total FY2015-2018			0	Total FY2019-2022			0	Total FY2023-2026		107,512	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

<b>MPMS# 93445</b>	<b>Route 1 Improvement-North (Section RC2)</b>	<b>Return</b>
<b>LIMITS:</b> Route 1 - Neshaminy and Pennel Interchanges, Bucks County		No Let Date
<b>MUNICIPALITIES:</b> Middletown Township; Bensalem Township		MRPID:37
<b>IMPROVEMENT:</b> Intersection/Interchange Improvements	<b>FC:</b> 12; 14; 17	AQ Code:2025M
<b>DVRPC PLANNING AREA:</b> Developed Community		IPD: 0
<b>PROJECT MANAGER:</b> TSS/PWB	<b>CMP:</b> Major SOV Capacity	CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses two (2) interchanges: S.R. 8055 (Neshaminy) and S.R. 8067 (Pennel) interchanges.

The S.R. 0001 Group 03S Section RC2 project includes reconstruction and widening of S.R. 0001, upgrading two (2) interchanges and reconstruction of three (3) bridges. The improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width to meet current design criteria.
- Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).
- Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Pennel interchange.
- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
- Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.
- North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.
- Structure improvements include the replacement of three (3) existing bridges, the construction of five (5) retaining walls and the possible construction of one (1) noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.
- S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.
- Pedestrian walkways and transit stops along Rockhill Drive will be investigated.
- This project will include upgrades to guiderail, drainage improvements and signage improvements.

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

Project CMP components will be determined in coordination with FHWA, PennDOT, SEPTA, BCPC, and BucksTMA.

Design Parent is MPMS #13549  
 Route 1 Improvements Southern section RC1 is MPMS #93444  
 Route 1 Frontage section RC3 is MPMS #93446

Project CMP (Congestion Management Process) commitments are currently under development.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP								26,095				
CON	581								6,524				
CON	NHPP									26,095			
CON	581									6,524			
CON	NHPP										26,095		
CON	581										6,524		
CON	NHPP											26,095	
CON	581											6,524	

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### Bucks

	0	0	0	0	0	0	0	32,619	32,619	32,619	32,619	0
	Total FY2015-2018			0	Total FY2019-2022		32,619	Total FY2023-2026		97,857		

**MPMS# 93446**      **Route 1 Improvement Frontage Corridor (Section RC3)**

**Return**

**LIMITS:** Route 1 - Frontage Road Corridor, Bucks County

No Let Date

**MUNICIPALITIES:** Langhorne Manor Borough; Middletown Township

MRPID:37

**IMPROVEMENT:** Roadway New Capacity

**FC:** 12; 19

AQ Code:S10

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/PWB

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC3 project extends from the northern end of the S.R. 0001 bridge over the CSX railroad to approximately 700 feet north of the S.R. 0413 (PA 413/Pine Street) bridge over S.R. 0001, a distance of 2.5 miles. This project includes the 2.0 mile +/- segment of frontage (service) road corridor.

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of one (1) bridge (West Interchange Road over S.R. 0001), and the rehabilitation of one (1) bridge (S.R. 0001 over S.R. 2008). The primary proposed improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width from 4' to 10' to meet current design criteria.
- Replacement of 12,100 ft. of existing double-face guide rail median barrier and 985 ft. of existing concrete median barrier with concrete glare screen.
- Removal of existing raised concrete islands separating the mainline S.R. 0001 travel lanes from the frontage road to be replaced with 12'-0" paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
- Closing the existing intermediate crossovers between the mainline S.R. 0001 travel lanes and the frontage roads.
- Updating the overhead guide signage for the project corridor due to the revised frontage road access and for coordination with the S.R. 0001 Sec. RC1, RC2 and LHB projects.
- Relocating the existing ITS infrastructure, including conduit throughout the corridor and ITS CCTV camera assembly, communications cabinets and VD sensor assemblies that are supported by the affected overhead guide signs.
- Lengthening of the acceleration lanes from the frontage roads onto S.R. 0001 in the northbound and southbound directions to meet current design criteria.
- Relocating the existing roadway inlets along the existing double face median guide rail and existing raised concrete traffic islands to along the proposed concrete glare screen and proposed concrete median barrier.
- Structure improvements include the replacement of one existing functionally obsolete bridge (West Interchange Road over S.R. 0001) along the existing horizontal alignment and the rehabilitation of one bridge (S.R. 0001 over S.R. 2008) including superstructure replacement.

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments are currently under development.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	NHPP	934											
UTL	581	233											
CON	TOLL												
CON	STU				16,230								
CON	STU					16,230							
CON	TOLL												
		1,167	0	0	16,230	16,230	0	0	0	0	0	0	0
		Total FY2015-2018			17,397	Total FY2019-2022			16,230	Total FY2023-2026			0

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 95439**      **I-95, PA Turnpike Interchange (TPK)- Section D10**

**LIMITS:** Exit 28 to 29 and parts of I-95, PA 413 and PA 2049

No Let Date

**MUNICIPALITIES:** Bensalem Township; Bristol Township; Middletown Township

MRPID:35

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** AECOM/MG

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95439 is for contract D10. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D10 includes the widening and reconstruction of the mainline Pennsylvania Turnpike in Bristol Township, Bucks County, from a point approximately 100 feet west of the S. R. 0095 overpass (approximate I-276 Milepost 355.7 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.2), piers for the I-95 flyover ramps, and the replacement of the Turnpike Mainline Bridges over Durham Road, Veterans Highway (PA 413) and Mill Creek.

Overall, Stage 1 work along the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage. The project also includes roadway improvements along S.R. 0413 from Segment 0101 Offset 1378 to Segment 0101 Offset 2703 and S.R. 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1212. Work includes traffic signals, pavement reconstruction, concrete curb, design-build pedestrian ramps, guiderail, drainage facilities, utility relocation, and other miscellaneous construction.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Also refer to MPMS #13347 and MPMS #95444 for this project.

Remaining DEMO funds: \$1,189,135 (PA ID #s 227)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SPK-NHP	30,000												
CON	TPK	11,000												
CON	SPK-NHP		20,000											
CON	TPK		25,000											
CON	SPK-NHP			20,000										
CON	TPK			18,000										
		<b>41,000</b>	<b>45,000</b>	<b>38,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>124,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 95444 I-95, PA Turnpike Interchange (TPK)- Section D20

New-B

**LIMITS:**

No Let Date

MUNICIPALITIES: Bristol Township

MRPID:35

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 4A

The interstate completion project will connect I-95 and I-276 in Pennsylvania; facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. MPMS #95444 is for contract D20. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D20 in Bristol Township, Bucks County, includes the widening and reconstruction of approximately 0.7 miles of I-95 northbound and 1.4 miles of I-95 southbound between the Neshaminy Creek and the connection with I-276 (PA Turnpike). It includes the construction of new interchange connections with I-276 for both I-95 northbound and I-95 southbound. The project also includes the reconstruction of proposed I-195 EB/WB (existing I-95 NB/SB) between Ford Road and the I-276 overpass. Also, D20 includes the construction of a ramp connection to link I-276 EB to I-95 SB and a collector-distributor road located to the west of the existing I-276 overpass adjacent to proposed I-195 WB. Four ramps will also be partially reconstructed at the SR8005 interchange with SR0413.

Overall, Stage 1 work along I-95 and the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, CD Road, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Also refer to MPMS #13347 and MPMS #95439 for this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TPK		32,000										
CON	SPK-NHP			10,000									
CON	TPK			25,000									
CON	SPK-NHP				31,500								
CON	SPK-NHP					45,300							
		0	32,000	35,000	31,500	45,300	0	0	0	0	0	0	0
		Total FY2015-2018			98,500	Total FY2019-2022			45,300	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 96217**      **Central Bucks Congestion Mitigation**

**LIMITS:** State Route 152 in Chalfont Borough

No Let Date

**MUNICIPALITIES:** Chalfont Borough

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Minor SOV Capacity

This project entails three traffic signal improvements on Route 152 in central Bucks County. Improvements include: (1) the installation of Adaptive Signal Control Technology (ASCT) and Closed Circuit Television (CCTV) for two traffic signals within 100 yards of each other on North Main Street at the intersections of Sunset Avenue and Park Avenue; (2) installation of "Wavetronix" radar detection system for one traffic signal that can alleviate timing and idling issues at Lindenfield Parkway; and (3) adding pedestrian countdown signals for all three traffic signals.

This project was awarded \$230,400 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	230												
CON	LOC	58												
		288	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			288	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

**MPMS# 97991**      **Doylestown Township Signals Upgrade (ARLE 3)**

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Doylestown Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will upgrade existing traffic signals from incandescent bulbs to LEDs at the following locations: Swamp Road (SR0313) at Ferry Road (SR1006), Swamp Road (SR0313) at Pine Run Road (T-401)/Saw Mill Road (T-391), Almshouse Road (SR 2089) at Barn Plaza/Doylestown Point Plaza, Easton Road (SR0611) at Doylestown Point/Neshaminy Manor Driveways, Easton Road (SR0611) at Barn Plaza Shopping Center/Bucks County Prison, Easton Road (SR0611) at Edison-Furlong Road (SR2079), East State Street (SR3002) at East Road (T-351), Easton Road (SR0611) at Swamp Road (SR0313)/Old Easton Road (T-403).

As required by PennDOT, District 6-0 Traffic Unit the Traffic Signal Permit plans will be revised as necessary.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$90,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	90												
		90	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			90	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 97992 East Rockhill Township Signal Improvements (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: East Rockhill Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to retrofit an existing signal with LEDs, emergency preemption, and signage repair at the intersection of PA 313 and Ridge Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$17,500

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	17													
		17	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			17	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 97997 Doylestown Township Signals (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: Doylestown Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will install adaptive traffic signal controllers (and associated equipment) at the six existing signalized intersections along the Easton Road (SR0611) corridor. The six intersection are: Easton Road (SR0611) at Kelly Road, Easton Road (SR0611) at Doylestown Point/Neshaminy Manor Driveways, Easton Road (SR0611) at Almshouse Road (SR 2089), Easton Road (SR0611) at Barn Plaza Shopping Center/Bucks County Prison, Easton Road (SR0611) at Edison-Furlong Road (SR2079), Almshouse Road (SR2089) at Doylestown Point Plaza/Barn Plaza (adjacent intersection 600 feet from the Easton Road and Almshouse Road intersection).

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$300,000

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	300													
		300	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			300	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 98003**      *Bensalem Township Signal Upgrade (ARLE 3)*

**ARLE**

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Bedminster Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:** Rural Area

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for the installation of back-up power generator plug assemblies at 54 signalized intersections.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$60,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	60												
		60	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			60	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 98006**      *Warrington Township Safety Improvements (ARLE 3)*

**ARLE**

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Warrington Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S7

**DVRPC PLANNING AREA:** Growing Suburb

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for the installation of rumble strips on Pickertown Road from Folly Road to Argyle Road and on Upper State Road from Limekiln Pike to Bristol Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Roudn 3 award: \$21,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	21												
		21	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			21	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 98221**      *Stock's Grove Road over Beaver Creek*

**LIMITS:** No Let Date

**MUNICIPALITIES:** Nockamixon Township

**IMPROVEMENT:** Bridge Repair/Replacement **FC:**      AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area IPD: 1

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding

This project is a bridge rehabilitation of Stock's Grove Road over Beaver Creek in Nockamixon Township, Bucks County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>			
<b>Total FY2023-2026</b>										<b>0</b>			

**MPMS# 102272**      *Holland Road at Buck Road and Route 532*

**New**

**LIMITS:** No Let Date

**MUNICIPALITIES:** Northampton Township

**IMPROVEMENT:** Bridge Repair/Replacement **FC:**      AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community IPD: 0

**PROJECT MANAGER:** **CMP:** Minor SOV Capacity

Replacement of Buck Road Bridge over Mill Creek with wider structure to accommodate turning lanes for Buck Road/Old Bristol Road Intersection. Additional turning lanes at Buck Road/Old Bristol Road Intersection. Improvements at Buck Road/Holland Road Intersection. Access management and the addition of sidewalks throughout corridor.

Project Limits: Buck Road from 1,200 feet south of intersection with Old Bristol Road to 1,500 feet north of intersection with Holland Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581							6,033					
PE	581								5,000				
FD	581								1,305				
ROW	185									672			
UTL	185									336			
CON	581										5,623		
CON	185										5,105		
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>12,338</b>			
<b>Total FY2023-2026</b>										<b>11,736</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102283 SR 313/SR 563 New Traffic Signal (ARLE 4)** **ARLE**  
**LIMITS:** Mountain View Road (SR 563) and Dublin Pike (SR 313) intersection No Let Date  
**MUNICIPALITIES:** East Rockhill Township  
**IMPROVEMENT:** Signal/ITS Improvements **FC:** AQ Code:R2  
**DVRPC PLANNING AREA:** Rural Area IPD: 0  
**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install a traffic signal at the intersection of Mountain View Road (SR 563) and Dublin Pike (SR 313) in East Rockhill Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$160,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 102284 SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)** **ARLE**  
**LIMITS:** No Let Date  
**MUNICIPALITIES:** Solebury Township  
**IMPROVEMENT:** Signal/ITS Improvements **FC:** AQ Code:2025M  
**DVRPC PLANNING AREA:** Rural Area IPD: 0  
**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide a signal interconnect system for three existing traffic signals along Lower York Road (SR 202) at Shire Drive, Kitchens Lane/SR 0179, and Sugan Road in Solebury Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$165,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102285** County Line Road Intersection Improvements (ARLE 4)

**ARLE**

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Telford Borough (part) \*; Telford Borough (part) \*

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 11A, 14C

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade existing signals to LED signals, ADA compliant pedestrian push buttons, and new controllers at two intersections along County Line Road and the restriping of County Line Road at the Church Road intersection to allow for left turn lanes in Telford Borough.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$183,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 102288** SR 132 Traffic Signal Communication System (ARLE 4)

**ARLE**

**LIMITS:** Street Road (SR 132) from Valley Road to Centennial Road

No Let Date

**MUNICIPALITIES:** Warminster Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 12A, 14F

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide a cohesive communication system for traffic signals at 15 signalized intersections along Street Road (SR 132) from Valley Road to Centennial Road in Warminster Township

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$90,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 102666 *Branch Road over E. Branch Perkiomen Creek (CB(239))*

LIMITS: No Let Date

MUNICIPALITIES: East Rockhill Township

IMPROVEMENT: Bridge Repair/Replacement FC: AQ Code:S19

DVRPC PLANNING AREA: Rural Area IPD: 0

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding

Bucks County Bridge No. 239 carries Branch Road over the Perkiomen Creek in East Rockhill Township. The County Bridge was closed in August, 2010 due to structural deficiencies. The scope of work for the completed repairs and rehabilitation consisted of: removal and replacement of steel stringers; construction of new concrete deck; installation of new deck joints; installation of deck protective coatings; reconstruction of abutment backwalls; cleaning and painting of steel trusses; construction of concrete parapets and moment slabs at approaches; and installation of rip rap scour protection at abutments. In addition to structural repairs, the following roadway work was performed: full depth paving reconstruction; milling and bituminous overlay; installation of guiderail; painting of traffic lane lines; installation of bridge plaque; and, installation of bridge signage.

This project is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	183	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2015-2018</b>		<b>0</b>			<b>Total FY2019-2022</b>				<b>0</b>			<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 102667 Quarry Road over Morris Run (CB# 244)

LIMITS: No Let Date

MUNICIPALITIES: Hilltown Township

IMPROVEMENT: Bridge Repair/Replacement FC: AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb IPD: 0

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding

Bucks County Bridge No. 244 is a 61' single span steel truss bridge that carries Quarry Road over Morris Run in Hilltown Township. This Pratt Pony Truss bridge was originally built in 1889 and reconstructed in 1934. The scope of work for the completed repairs and rehabilitation consisted of: removal and replacement of steel stringers; installation of new steel grid deck; installation of new stringer bearings; repair of steel floor beams; reconstruction of abutment backwalls; repointing of all stone masonry; cleaning and painting of steel trusses; construction of concrete collar at north abutment; and installation of rip rap scour protection at both abutments. In addition to structural repairs, the following roadway work was performed: full depth paving reconstruction; milling and bituminous overlay; installation of guiderail; installation of bridge plaque; and, installation of bridge signage.

This project is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>			
<b>Total FY2023-2026</b>										<b>0</b>			

Total For Bucks	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$121,719	\$153,124	\$153,136	\$122,135	\$550,114	\$182,042	\$256,254

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14134 *West Bridge Street Bridge Over Amtrak*

LIMITS: Over Amtrak

Est Let Date: 7/20/2017

MUNICIPALITIES: Parkesburg Borough

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		4,294											
CON	183		805											
CON	LOC		268											
CON	STU			2,000										
CON	183			375										
CON	LOC			125										
		0	5,367	2,500	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,867	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 14236 *Little Washington Road Bridge Over Culbertson Road SR:4006*

LIMITS: Over Culbertson Road

Est Let Date: 6/18/2015

MUNICIPALITIES: East Brandywine Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 19

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing a bridge; reconstruct approach roadway; and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581		2,550											
		0	2,550	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,550	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 14251** *Chandler Mill Road Bridge Over West Branch of Red Clay Creek SR:7015*

**LIMITS:** Over West Branch of Red Clay Creek

Est Let Date: 2/23/2017

**MUNICIPALITIES:** Kennett Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 2

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County-owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	BOF	297													
FD	183	56													
FD	LOC	19													
ROW	TOLL														
ROW	BOF		51												
ROW	LOC		13												
CON	BOF					1,293									
CON	183					242									
CON	LOC					81									
		<b>372</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>1,616</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>436</b>	<b>Total FY2019-2022</b>				<b>1,616</b>	<b>Total FY2023-2026</b>				<b>0</b>

**MPMS# 14261** *Church Road Bridge Over Valley Creek*

**LIMITS:** Over Valley Creek

Est Let Date: 6/15/2015

**MUNICIPALITIES:** Tredyffrin Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

Replace Church Road over Valley Creek in Tredyffrin Township. This County owned bridge (#282) is structurally deficient (sufficiency rating of 32), functionally obsolete, and posted for 20 tons. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU		1,255												
CON	183		235												
CON	LOC		78												
		<b>0</b>	<b>1,568</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>1,568</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14327 PA 926 Bridge Over Brandywine Creek SR:0926

LIMITS: Over Brandywine Creek

Est Let Date: 3/19/2015

MUNICIPALITIES: Birmingham Township; Pocopson Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 16

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	2,607												
CON	TOLL													
CON	STU		3,749											
CON	TOLL													
CON	STU			9,543										
CON	TOLL													
		<b>2,607</b>	<b>3,749</b>	<b>9,543</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>15,899</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 14351** *Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek*

**LIMITS:** On Camp Bonsul Road over Big Elk Creek

No Let Date

**MUNICIPALITIES:** Elk Township; New London Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program (NHCB).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	HCB	252													
FD	183	47													
FD	179	16													
ROW	HCB		40												
ROW	183		8												
ROW	179		2												
CON	HCB					1,280									
CON	183					240									
CON	179					80									
		315	50	0	0	1,600	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			365	<b>Total FY2019-2022</b>				1,600	<b>Total FY2023-2026</b>				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 14354**      **Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line SR:7205**

**LIMITS:** Over Amtrak/SEPTA R5 Rail Line

Est Let Date: 2/4/2016

**MUNICIPALITIES:** Downingtown Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	BOF		3,028												
CON	LOC		757												
CON	BOF			3,028											
CON	LOC			757											
		0	3,785	3,785	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>7,570</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14484 PA 41 Study SR:0041

LIMITS: Delaware State Line to PA 926

No Let Date

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

IMPROVEMENT: Intersection/Interchange Improvements

FC: 14

AQ Code:X1

DVRPC PLANNING AREA: Rural Area; Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks.

PA 122 original amount \$5,000,000.00; current balance is \$ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.

PA 173 original amount \$6,000,000.00; current balance is \$189,144.60 - Improve safety on PA-41 from US-30 to PA-926

PA 357 original amount \$3,360,000.00; current balance is \$2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
STUDY TOLL		4,311											
STUDY SXF		4,311	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>4,311</b>			<b>Total FY2019-2022</b>				<b>0</b>				
					<b>Total FY2023-2026</b>				<b>0</b>				

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 14515 PA 100, Shoen Road to Gordon Drive (02L) SR:0100**

**LIMITS:** Shoen Road to Gordon Drive

Est Let Date: 12/19/2013

**MUNICIPALITIES:** Uwchlan Township; West Whiteland Township

MRPID:42

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/D. Barr

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 16A

This project provides for the existing 2-12' lanes and 10' shoulders to be reconfigured to 3- 11' lanes and 4' shoulders; the removal of inefficient jug handles and installation of dedicated left and right turn lanes; and storm water collection and management system, and sidewalk from Ship Road to Sharp Lane to connect with existing Uwchlan Trail System. An upgrade of traffic signals from Gordon Drive/Rutgers Drive to Shoen Road will include new supports, signal heads, actuation, emergency pre-emption and all electrical components. This project will retain the closed-loop system footprint between the intersections and the municipal building.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2011 annual memoranda on supplemental strategies for details related to this project. CMP Improvements in the form of the Lionville Park and Ride lot were 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, and contained in the PENNDOT Strategic Safety Plan.

ITS Treatments are complete.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP*	2,300											
CON	TOLL												
CON	NHPP*		2,300										
		<b>2,300</b>	<b>2,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>4,600</b>		<b>Total FY2019-2022</b>				<b>0</b>			
						<b>Total FY2023-2026</b>				<b>0</b>			



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 14532**      **US 30, Coatesville Downingtown Bypass Reconstruction Design SR:0030**

**Return**

**LIMITS:** PA 10 to Exton Bypass/Quarry Road

No Let Date

**MUNICIPALITIES:** Valley Township; Sadsbury Township; West Caln Township; West Sadsbury Township; Caln To

MRPID:48

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:2040M

**DVRPC PLANNING AREA:** Growing Suburb; Rural Area; Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/SPF

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7E

This project serves as the preliminary design phase of a project to reconstruct approximately 14 miles of mainline pavement; potential addition of through lanes and operational improvements as required by traffic analysis for the eastern section; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges at Airport Road); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined) to improve safety, reduce congestion, and upgrade deteriorating infrastructure. This project is for preliminary design only; final design, utility, right of way, and construction phases are identified in MPMS #87781 (Eastern section) and MPMS #84884 (Western section; 2013 estimated cost is \$250 million). Additional study work will be undertaken under this MPMS # to determine the appropriate approach to address new capacity and operational needs of the eastern section, as well as the western section as needed. The full length of the corridor is located in West Sadsbury Township, Sadsbury Township, Valley Township, Coatesville City, West Caln Township, Caln Township, East Caln Township, and Downingtown Borough.

Earmarks--SAFETEA DEMO #3172, PA ID# 504 - \$4,005,000 remaining; PA ID #146- \$3,075,000 remaining.

The overall corridor construction cost estimate is \$630 million.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
STUDY	TOLL															
STUDY	SXF	1,000														
PE	TOLL															
PE	SXF		6,000													
		<b>1,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2015-2018</b>			<b>7,000</b>				<b>Total FY2019-2022</b>				<b>0</b>			
									<b>Total FY2023-2026</b>				<b>0</b>			

**MPMS# 14541**      **US 1, Baltimore Pike Widening SR:0001**

**LIMITS:** Kennett Square Bypass to Greenwood Road

Est Let Date: 12/15/2015

**MUNICIPALITIES:** East Marlborough Township

MRPID:44

**IMPROVEMENT:** Roadway New Capacity

**FC:** 12; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 2

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 5A

Selective widening 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements to the existing road network (safety and operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	581			6,415												
		<b>0</b>	<b>0</b>	<b>6,415</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2015-2018</b>			<b>6,415</b>				<b>Total FY2019-2022</b>				<b>0</b>			
									<b>Total FY2023-2026</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

**MPMS# 14580**      **US 1 Expressway Reconstruction (Southern Section) SR:0001**

**Return**

**LIMITS:** PA/MD State line - PA 896

No Let Date

**MUNICIPALITIES:** Upper Oxford Township; Lower Oxford Township; Oxford Borough

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 2; 6; 8; 9; 12;  
16; 17; 19

AQ Code:S10

**DVRPC PLANNING AREA:** Rural Area; Growing Suburb

IPD: 4

**PROJECT MANAGER:** EE/JMD

**CMP:** Not SOV Capacity Adding

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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STU											3,764	
PE	581											941	
FD	NHPP												7,089
FD	581												1,772
		0	0	0	0	0	0	0	0	0	0	4,705	8,861
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			0	<b>Total FY2023-2026</b>			13,566

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14581 US 1 Expressway Reconstruction (Northern Section) SR:0001

Return

LIMITS: PA 896 to Schoolhouse Road

No Let Date

MUNICIPALITIES: Penn Township; East Marlborough Township; Kennett Township; London Grove Township; New

IMPROVEMENT: Roadway Rehabilitation

FC: 6; 12; 14; 16;  
17; 19

AQ Code:S10

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/JMD

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581				1,500								
PE	581					2,326							
FD	SPK-NHP						6,000						
ROW	STU							5,574					
ROW	581							1,393					
UTL	STP							5,574					
UTL	581							1,393					
CON	TOLL												
CON	SPK-NHP								24,000				
CON	NHPP									1,568			
CON	TOLL									3,289			
CON	STU										825		
CON	NHPP										1,884		
CON	STU											47,882	
CON	TOLL												1,644
CON	NHPP												47,882
CON	TOLL												1,644
CON	STU												1,644
		0	0	0	1,500	2,326	6,000	13,934	24,000	4,857	2,709	49,526	0
		Total FY2015-2018			1,500	Total FY2019-2022			46,260	Total FY2023-2026			57,092

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14698 US 422, Reconstruction (M2B) SR:0422

Return

LIMITS: East of Schuylkill River to East of Hanover Street

No Let Date

MUNICIPALITIES: North Coventry Township

MRPID:2

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581		9,796										
FD	581					7,224							
ROW	581					836							
UTL	581					597							
CON	SPK-NHP						35,000						
CON	NHPP						26						
CON	581						288						
CON	SPK-NHP							15,000					
CON	STU							2,365					
CON	NHPP							2,275					
CON	581							3,750					
CON	STP								581				
CON	STU								407				
CON	NHPP								2,808				
CON	581								2,437				
		0	9,796	0	0	8,657	35,314	23,390	6,233	0	0	0	0
		Total FY2015-2018			9,796	Total FY2019-2022			73,594	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 47979** Paoli Trans Ctr Rds Improvements/Darby Rd Bridge SR:0030

**LIMITS:** US 30, Lancaster Avenue/North Valley Road/Central

No Let Date

**MUNICIPALITIES:** Tredyffrin Township; Willistown Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14; 17

**AQ Code:**R1

**DVRPC PLANNING AREA:** Growing Suburb

**IPD:** 1

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 7D

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

A final alternative for the bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	2,122												
FD	STU		2,623											
FD	581		656											
ROW	185		3,352											
ROW	581			3,042										
ROW	185			710										
UTL	581	100												
UTL	STU				2,690									
UTL	581				672									
CON	581					19,105								
		<b>2,222</b>	<b>6,631</b>	<b>3,752</b>	<b>3,362</b>	<b>19,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>15,967</b>	<b>Total FY2019-2022</b>				<b>19,105</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 57659 French Creek Parkway - Phase 1 SR:0000

LIMITS: Main Street to Taylor Alley

Est Let Date: 2/15/2018

MUNICIPALITIES: Phoenixville Borough

MRPID:41

IMPROVEMENT: Roadway New Capacity

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/H. Freed

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

This project is the first phase of the design and construction of French Creek Parkway. It will provide a roadway connection between Main St. and Taylor Alley in the Borough of Phoenixville, and include a new traffic signal, a new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network. It is the first phase of the French Creek Parkway Master Plan and will support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

### TOLL CREDIT

SAFETEA-LU Earmark # 1336 (PA ID #387) \$4 million

SAFETEA-LU Earmark #4771 (PA ID #587) \$1 million

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	SXF	325												
ROW	TOLL													
ROW	SXF			40										
UTL	TOLL													
UTL	SXF			25										
CON	TOLL													
CON	SXF				2,817									
CON	STU				2,978									
		325	0	65	5,795	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,185	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 57664 Newark Road Intersection Improvements SR:3033

LIMITS: At Hillendale Road

Est Let Date: 10/22/2015

MUNICIPALITIES: New Garden Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 17

AQ Code:R1

DVRPC PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	110												
FD	581	28												
ROW	STU	64												
ROW	581	17												
UTL	STU	60												
UTL	581	16												
CON	STU		1,935											
CON	581		484											
		295	2,419	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,714		Total FY2019-2022			0		Total FY2023-2026		0

MPMS# 57684 PA 82 Bicycle/Pedestrian Trail

LIMITS: PA 926 to Mill Road

Est Let Date: 5/15/2015

MUNICIPALITIES: East Marlborough Township

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

Unionville Road will be widened to provide bike lanes in the northbound and southbound directions between Route 926 to the south and Doe Run Road to the north. The proposed bicycle lanes are intended principally for transportation purposes, including trips to work, school, shops, and services, especially the Unionville High School and Charles F. Patton Middle School which are within the project limits.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	TOLL													
UTL	CAQ	310												
CON	TOLL													
CON	CAQ			1,873										
		310	0	1,873	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,183		Total FY2019-2022			0		Total FY2023-2026		0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 59434**      **Schuylkill River Trail (Q20)**

**LIMITS:** Township Line Road to US 422 over Schuylkill River

Est Let Date: 2/16/2017

**MUNICIPALITIES:** Spring City Borough; East Coventry Township; East Pikeland Township; East Vincent Township;

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD: 3

**PROJECT MANAGER:** EE/DVRPC/R. Gallagher

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail 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. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include MPMS #61885.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ			8,358										
		0	0	8,358	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			8,358	Total FY2019-2022				0	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 61885 Schuylkill River Trail (Q42) SR:0000

LIMITS: Schuylkill River Canal Tow Path in Mont Clare to Ashland Street in Phoenixville Borough

No Let Date

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 9B

Construction of a multi-use path within the right-of-way of the SR 29 bridge between the Schuylkill Canal Tow Path in Mont Clare - Upper Providence Township, Montgomery County and Ashland Street in Phoenixville Borough, Chester County. The project will modify the Mont Clare Bridge to turn the current five foot wide sidewalk on the bridge into a ten foot wide multi-use path to be consistent with the rest of the trail.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	LOC	248													
UTL	LOC		64												
CON	CAQ			765											
CON	LOC			191											
		248	64	956	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			1,268	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 64220 US 422 Expressway Reconstruction (M03) SR:0422

Return

LIMITS: East of Hanover Street Interchange to PA 724 Inter

No Let Date

MUNICIPALITIES: North Coventry Township

MRPID:2

IMPROVEMENT: Roadway Rehabilitation

FC: 12; 16

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased 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. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	581						3,690								
ROW	TOLL														
ROW	STU							696							
UTL	TOLL														
UTL	STU							696							
CON	TOLL														
CON	STU									21,112					
CON	185									23,704					
CON	581											10,000			
		0	0	0	0	0	3,690	1,392	0	0	44,816	10,000	0		
		Total FY2015-2018				0	Total FY2019-2022				5,082	Total FY2023-2026			54,816

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 64498**      **US 202, Exton Bypass to Route 29 (Section 330-Mainline) SR:0202**

**LIMITS:** Exton Bypass to Little Valley Creek Bridge

Actl Let Date: 10/18/2012

**MUNICIPALITIES:** East Whiteland Township

MRPID:43

**IMPROVEMENT:** Roadway New Capacity

**FC:** 12; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:**

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8C

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. 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. Also included is the construction of SWM basins and installation of sound barrier walls. Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp intersections.

This project is coordinated with MPMS #64494 (Section 320 construction), MPMS #84410 (Section 300 CMP Commitments), and MPMS #14675 (Chester Valley Trail).

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project. (Many CMP commitments are also relevant for US 202 Section 400.) Also see MPMS #84410 for the CMP package of transit services for this project.

### TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP*	3,803											
		<b>3,803</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>3,803</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 69917 PA 41, Gap Newport Pike Bridge Over Valley Creek SR:0041

LIMITS: Over Valley Creek

Est Let Date: 11/5/2015

MUNICIPALITIES: Atglen Borough

IMPROVEMENT: Bridge Repair/Replacement

FC: 2; 14

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581	493												
CON	581		1,371											
CON	581			6,497										
		493	1,371	6,497	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			8,361	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 69918 PA 41, Gap Newport Pike Bridge Over Officers Run SR:0041

LIMITS: Over Officers Run

Est Let Date: 11/5/2015

MUNICIPALITIES: Atglen Borough

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581		1,165											
CON	581			5,391										
		0	1,165	5,391	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			6,556	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 69919 PA 372, Lower Valley Road Bridge Over Officers Run SR:0372

LIMITS: Over Officers Run

Est Let Date: 11/5/2015

MUNICIPALITIES: Atglen Borough

IMPROVEMENT: Bridge Repair/Replacement

FC: 17

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project involves replacing the bridge carrying Newport Pike (near SR 41) over Officers Run. It 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		2,185											
CON	185		546											
		0	2,731	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,731	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 80042 PA 100, Corridor Safety Improvements SR:0100

LIMITS: Hanover Street to Font Road

Est Let Date: 8/15/2015

MUNICIPALITIES: South Coventry Township; Upper Uwchlan Township; West Vincent Township; East Nantmeal T

IMPROVEMENT: Intersection/Interchange Improvements

FC: 2; 14

AQ Code:S6

DVRPC PLANNING AREA: Rural Area; Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/D. Barr

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 16A

The DVRPC PA 100 Corridor Safety Study identified necessary safety improvements along the Route 100 Corridor in five townships of Chester County to help reduce the incidents of speeding and the number of accidents. The police pull out, climbing lane, and Dynamic Message Sign improvements are planned measures to slow motorists down in order to reduce the number of "hit fixed objects" accidents that occur within this corridor due to drivers travelling "too fast for conditions". The SR 0023 and SR 0100 intersection improvements will be designed to reduce the number of angle and rear-end crashes that occur at this location, especially due to factors such as PM peak hour traffic congestion and intersection geometry. Locations: PA 100 N & S Coventry, E Nantmeal, W Vincent & U Uwchlan Twps Corridor Safety Improvements. 9.36 (Miles). Companion with MPMS #80044

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	TOLL													
ROW	HSIP	146												
CON	HSIP													
		146	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			146	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 80049 Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)**

**LIMITS:** Over Trout Run Creek

Est Let Date: 4/15/2015

**MUNICIPALITIES:** Tredyffrin Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 8C

Replace Thompson's Bridge on Walker Road over Trout Run Creek in Tredyffrin Township. This County owned bridge (#301) is structurally deficient (sufficiency rating of 4), functionally obsolete, and posted for 15 tons. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU	1,648											
CON	183	309											
CON	LOC	103											
		<b>2,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>2,060</b>				<b>0</b>				<b>0</b>			

**MPMS# 81286 Creek Rd o/ E Brandywine (PA 282) (Bridge)**

**LIMITS:** Chester County

No Let Date

**MUNICIPALITIES:** Wallace Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 7

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the East Brandywine Creek on Creek Road north of Fairview and Indiantown Roads in Wallace Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	291											
ROW	185		65										
UTL	185			13									
CON	BOF					1,048							
CON	185					262							
		<b>291</b>	<b>65</b>	<b>13</b>	<b>0</b>	<b>1,310</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>369</b>				<b>1,310</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS: R5/Paoli - Thorndale

No Let Date

MUNICIPALITIES:

MRPID:43

IMPROVEMENT: Transit Improvements

FC: 12

AQ Code:M1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8B, 8C, 16A

This project includes bus transit services and select regional rail (SEPTA Paoli-Thorndale) trips that are Congestion Management Process (CMP) commitments for the US 202 Section 300 project. The transit services are provided to help reduce the number of peak-hour, single occupancy vehicle trips through the US 202 Section 300 Corridor during construction. The bus routes include SEPTA 204, SEPTA 205, SEPTA 306, Beeline and Cruiseline East. This project is coordinated with MPMS #64494 (Section 320 construction), MPMS #64498 (Section 330 construction), and MPMS#14675 (Chester Valley Trail, Phase 2).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	STU	1,500												
PE	TOLL													
PE	STU		1,550											
		1,500	1,550	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			3,050	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 84884 US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Return

LIMITS: US 30, from PA10 to Reeceville Rd.

No Let Date

MUNICIPALITIES: Coatesville City; Downingtown Borough

IMPROVEMENT: Roadway Rehabilitation

FC: 6; 12; 14; 16;  
17; 19

AQ Code:2035M

DVRPC PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER:

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

The purpose of this project is reconstruction of mainline pavement; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges ); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and/or ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, and incident detection); and minor improvements to parallel arterial routes (to be determined). This project includes the upgrading of the Airport Road interchange to a full interchange. This project is for the final design, right-of-way, utility and construction phases of the western section. MPMS 14532 provides for the preliminary design portion of this project and the eastern section, as well as additional study work to determine the approach to address further needs of the eastern (MPMS #87781) and western sections.

The overall corridor construction cost estimate is \$630 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU						9,076							
FD	581						2,269							
ROW	581							2,280						
UTL	581							760						
CON	SPK-NHP							50,000						
CON	581							20,503						
CON	SPK-NHP								50,000					
CON	581								7,826					
CON	NHPP									50,485				
CON	581									30,787				
CON	NHPP										50,000			
CON	581										29,222			
CON	NHPP											9,826		
CON	581											18,044		
		0	0	0	0	0	11,345	73,543	57,826	81,272	79,222	27,870	0	
		Total FY2015-2018				0	Total FY2019-2022			142,714	Total FY2023-2026			188,364



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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 84961** *Yellow Springs Parking & Street Enhancement (TCSP)*

**LIMITS:** Historic Yellow Springs

No Let Date

**MUNICIPALITIES:** West Pikeland Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:S6

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** AECOM/C. Carmichael

**CMP:** Not SOV Capacity Adding

This proposed project will provide for parking and street enhancements in the historic village of Yellow Springs. These improvements include eliminating the often dangerous on the street (parallel parking) on Art School Road; adding a pedestrian walkway so that visitors can safely cross the street when visiting historic Yellow Springs (HYS) or the Chester Springs Library; adding at grade handicap access to the Lincoln Building and other facilities. This will provide accessibility and safety to our constituents of all ages, and the improved parking with help HYS attract new constituents. The primary goal of this project is to improve access and safety through street parking enhancements to this 286-year old village. These enhancements will help the organization grow by attracting new visitors while providing improved and safer walkways, streets and parking for our current constituents.

\$20,000 DEMO from PA ID #720 available for this project. \$133,380 FY2009 TCSP funds has been awarded to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	SXF	20													
		20	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			20		<b>Total FY2019-2022</b>				0		<b>Total FY2023-2026</b>		0

**MPMS# 85949** *SR 896 Safety Improvements*

**LIMITS:** PA 896, Elbow Lane to Shepherd Lane

No Let Date

**MUNICIPALITIES:** London Britain Township; New London Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 6; 16

AQ Code:S6

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Not SOV Capacity Adding

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; installing appropriate signage along PA Route 896; improving drainage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Total cost of the project is about \$11,850,000.

Construction (\$8,200,000 estimate), Utility, and Right-of-Way will be drawn from MPMS #57927 at the appropriate time.

FY10 - Regional Safety Program

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	TOLL														
FD	HSIP	1,273													
CON	HSIP														
		1,273	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			1,273		<b>Total FY2019-2022</b>				0		<b>Total FY2023-2026</b>		0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 86064 Hadfield Road Bridge Over Beaver Creek (CB #244)

LIMITS: Over Beaver Creek

No Let Date

MUNICIPALITIES: East Brandywine Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is structurally deficient (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	BOF		44											
ROW	183		9											
ROW	LOC		2											
CON	BOF				927									
CON	183				174									
CON	LOC				58									
		0	55	0	1,159	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,214	Total FY2019-2022				0	Total FY2023-2026			0

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 86696 Watermark Road Bridge Over Muddy Run (CB #21)

LIMITS: Over Muddy Run

Est Let Date: 9/15/2016

MUNICIPALITIES: Upper Oxford Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6.

This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	BOF	282													
FD	183	53													
FD	LOC	18													
ROW	BOF		44												
ROW	183		9												
ROW	LOC		2												
UTL	BOF		44												
UTL	183		9												
UTL	LOC		2												
CON	183			2,268											
CON	LOC			119											
		353	110	2,387	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,850	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 87781** *US 30, Coatesville Downingtown Bypass (CER-Eastern Section)*

**Return**

**LIMITS:** US 30, from East of Reeceville Rd Interchange to Quarry Rd.

No Let Date

**MUNICIPALITIES:** East Caln Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 12; 14; 16; 17;  
19

**AQ Code:**2040M

**DVRPC PLANNING AREA:** Growing Suburb

**IPD:** 1

**PROJECT MANAGER:**

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 7E

The purpose of this project is reconstruction of mainline pavement; potential addition of through lanes and capacity enhancements between PA 113 and PA 340 (as determined by traffic analysis); reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined). This project provides for the final design, right-of-way, utility, and construction phases of the eastern section of the Coatesville-Downingtown Bypass Reconstruction.

MPMS #14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #84884 contains the construction of the western section.

The overall corridor construction cost estimate is \$630 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU											10,522		
FD	581											2,630		
ROW	NHPP												2,114	
ROW	581												529	
UTL	NHPP												705	
UTL	581												176	
		0	0	0	0	0	0	0	0	0	0	13,152	3,524	
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			16,676

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 90612** *Boot Road o/ Amtrak (Bridge)*

**LIMITS:** East Caln Township, West of Quarry Rd intersection

Est Let Date: 5/14/2020

**MUNICIPALITIES:** East Caln Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 16

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project involves rehabilitating or replacing the state bridge over Amtrak on Boot Road near Quarry Road in East Caln Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185	133													
FD	185	535													
ROW	185	281													
UTL	185	563													
CON	185							6,182							
		1,512	0	0	0	0	0	6,182	0	0	0	0	0		
		<b>Total FY2015-2018</b>			1,512	<b>Total FY2019-2022</b>				6,182	<b>Total FY2023-2026</b>				0

**MPMS# 92146** *State Road o/ Elk Creek*

**Return**

**LIMITS:** North of Reisler Road and South of Rogers Road over Little Elk Creek on State Road.

No Let Date

**MUNICIPALITIES:** Elk Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 8

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 1

**PROJECT MANAGER:** TSS/SH

**CMP:** Not SOV Capacity Adding

State Road o/ Elk Creek  
Bridge replacement  
Elk Township, Chester County

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STP					764									
CON	185					191									
		0	0	0	0	955	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>				955	<b>Total FY2023-2026</b>				0

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 92733** *Dwnngtwn Pk o/EBr Brndywn (Bridge)*

**LIMITS:** East Bradford Township, west of Sugar Bridge Road

Est Let Date: 2/17/2022

**MUNICIPALITIES:** East Bradford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over the East Branch of the Brandywine Creek on Downingtown Pike between Sugar Bridge Road and Skelp Level Road in Townships. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185	106											
FD	185	477											
ROW	185		273										
UTL	185			281									
CON	185								4,567				
		<b>583</b>	<b>273</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,567</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>			<b>1,137</b>	<b>Total FY2019-2022</b>			<b>4,567</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 95366** *US 202 over AMTRAK*

**LIMITS:**

No Let Date

**MUNICIPALITIES:** West Whiteland Township

MRPID:43

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7D, 8C

This project involves the rehabilitation of the Route 202 bridges spanning Amtrak located just south of the S.R. 0202/US 30 Exton Bypass Interchange in West Whiteland Township. The proposed work consists of full deck replacement including new expansion joints, parapets, scuppers, downspouts, and approach guide rail transitions. Additional work includes new approach slabs; painting steel girders, as needed; repair of pier caps (Piers 3 and 5) and abutment stems (far abutment), as needed, and steel girder retrofits and/or strengthening details, localized re-grading, replacement of the slope wall in front of the near abutment, and replacement of the existing concrete crib wall along Dunwoody Drive. Also included in this project is the relocation of a section of fiber optic cable and the replacement of four (4) existing DMS (panels only) to be functionally consistent with other LED signs along the corridor.

This project is a breakout of US 202, Section 320 and 330 (MPMS #64494).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP	4,949											
CON	TOLL												
CON	NHPP		4,643										
CON	TOLL												
CON	NHPP			7,975									
		<b>4,949</b>	<b>4,643</b>	<b>7,975</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>			<b>17,567</b>	<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

**LIMITS:** No Let Date  
**MUNICIPALITIES:** Various MRPID:39  
**IMPROVEMENT:** Intersection/Interchange Improvements FC: 14; 16 AQ Code:R1  
**DVRPC PLANNING AREA:** IPD: 0  
**PROJECT MANAGER:** Gannett/V. Genua **CMP:** Minor SOV Capacity CMP Subcorridor(s): 8A

This project includes improvements that will help reduce congestion and increase safety at the intersection of US 202 and SR 926 through lane reconfigurations, striping, upgrades to the traffic signal, signal timing, and bicycle and pedestrian improvements. The roadway improvements for this intersection include installation of a southbound right-turn deceleration lane on US 202 and an additional eastbound left-turn lane on SR 926, creating a double left-turn configuration along the eastbound approach onto Route 202 NB. Pedestrian and bicycle intersection improvements would include physical upgrades such as high-visibility crosswalks, ADA ramps, and pedestrian landings, sidewalk extension from intersection east to Dalmally Dr as well signal equipment upgrades including pedestrian push buttons, countdown signal heads, and lighting.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP		525											
FD	581		131											
ROW	STP			45										
ROW	581			11										
UTL	STP			90										
UTL	581			23										
CON	STP				1,113									
CON	581				278									
		0	656	169	1,391	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>2,216</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 97989 Franklin Township Safety Improvements (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: Franklin Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:R2

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for signaling the intersection of SR 896 and SR 841.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$184,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	184												
		184	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			184	Total FY2019-2022				0	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 98000 East Whiteland Township Signal Upgrade (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: East Whiteland Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA: Growing Suburb

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to install new controllers at all traffic control signals in East Whiteland. Route 29 & Swedesford Road, Route 29 & Liberty Boulevard, Route 29 & Valley Stream Parkway, Route 29 & Great Valley Parkway, Route 29 & Atwater / General Warren, Swedesford Road & Route 202 Ramps A & B, Swedesford Road & Valley Stream Parkway, Swedesford Road & West Liberty, West Liberty & Old Moorehall Road, Route 30 & 202 Northbound Ramps, Route 30 & 202 Southbound Ramps, Route 30 & Phoenixville Pike, Route 30 & United Artist, Route 30 & Planebrook Road, Route 30 & Route 352, Route 30 & Church Road, Route 30 & Malin Road, Route 30 & Deerfield, Route 30 & Old Lincoln Highway, Route 30 & Route 401, Route 352 & King Road, Route 401 & Moores Road, Route 401 & Mill Lane, Route 401 & Swedesford Road / Malin Road, Route 401 & Phoenixville Pike, Phoenixville Pike & Yellow Springs Road, Swedesford Road & Planebrook Road, Mathews Road & 202 Ramps F & G, Route 29 & Wyeth Drive, Route 29 & Mathews Road, Route 30 & Westgate, Route 29 & Route 30.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$83,200

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	83													
		83	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			83	Total FY2019-2022				0	Total FY2023-2026				0

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 98001 *Phoenixville Borough Signals (ARLE 3)*

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Phoenixville Borough

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to optimize and coordinate the signal timings and settings, at 14 intersections, to reduce traffic delays. The intersections are: Nutt Road at Starr Road, Nutt Road at Lincoln Road/4th Street, Schuylkill Road at Phoenixville Town Center, Nutt Road at Manavon and Main Streets, Nutt Road and Bridge Street at Charlestown Road, Nutt Road at Kimberton Road, Nutt Road at Gay Street/5th, Manavon Street at Starr Street, Bridge Street at Starr Street, Bridge Street at Main Street, Bridge Street at Gay Street, Bridge Street at Church Street, Kimberton Road at Township Line Road, Schuylkill Road/Nutt Road at Township Line Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$42,500

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	42													
		42	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			42	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 98004 East Whiteland Township Signal Backup (ARLE 3)

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** East Whiteland Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:NRS

**DVRPC PLANNING AREA:** Growing Suburb

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to install battery back-up plugs at intersections in order to connect generator during power outages. The intersections are: Route 29 & Swedesford Road, Route 29 & Liberty Boulevard, Route 29 & Valley Stream Parkway, Route 29 & Great Valley Parkway, Route 29 & Atwater / General Warren, Swedesford Road & Route 202 Ramps A & B, Swedesford Road & Valley Stream Parkway, Swedesford Road & West Liberty, West Liberty & Old Moorehall Road, Route 30 & 202 Northbound Ramps, Route 30 & 202 Southbound Ramps, Route 30 & Phoenixville Pike, Route 30 & United Artist, Route 30 & Planebrook Road, Route 30 & Route 352, Route 30 & Church Road, Route 30 & Malin Road, Route 30 & Deerfield, Route 30 & Old Lincoln Highway, Route 30 & Route 401, Route 352 & King Road, Route 401 & Moores Road, Route 401 & Mill Lane, Route 401 & Swedesford Road / Malin Road, Route 401 & Phoenixville Pike.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$10,225

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	10												
		10	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			10	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 98005 London Britain Township Safety Improvements (ARLE 3)

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** London Britain Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:S7

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for installation of a center rumble strip on Penn Green Road within the township to improve safety.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$10,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	10												
		10	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			10	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98096 PA 41 & Newark Rd Improvements

New

LIMITS: PA 41 and Newark Road Intersection

No Let Date

MUNICIPALITIES: New Garden Township

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:R1

DVRPC PLANNING AREA: Growing Suburb

IPD: 2

PROJECT MANAGER: EE/M. Saintval

CMP: Minor SOV Capacity

Proposed improvements for the PA 41 and Newark Road intersection include the addition of left-turn lanes on the Newark Road approaches to PA 41 and the retiming of traffic signals.

PE activities are being completed under MPMS# 14484.

PA 122 original amount \$5,000,000.00; current balance is \$ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.

PA 173 original amount \$6,000,000.00; current balance is \$189,144.60 - Improve safety on PA-41 from US-30 to PA-926

PA 357 original amount \$3,360,000.00; current balance is \$2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	SXF	100												
FD	TOLL													
FD	SXF		150											
ROW	TOLL													
ROW	SXF			45										
UTL	TOLL													
UTL	SXF			50										
CON	TOLL													
CON	SXF				1,000									
		100	150	95	1,000	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,345	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 98223** *Creek Road over Pickering Creek*

**LIMITS:** Thompson Davis Bridge

No Let Date

**MUNICIPALITIES:** Schuylkill Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9B

This project is a replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54 ft. single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day. This Project was listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 98224** *Spring City Road over Stony Run*

**LIMITS:**

No Let Date

**MUNICIPALITIES:** East Pikeland Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is a rehabilitation/replacement of a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons. Combination. This 34.5 ft., adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day. This project was included in the 2008 Bridge Bill (Act 96, pg 96).

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 102292 SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)**

**ARLE**

**LIMITS:** Intersection of SR 0100/Temple Road/Glocker Way

No Let Date

**MUNICIPALITIES:** North Coventry Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 16A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade a traffic signal at the intersection of SR 0100/Temple Road/Glocker Way in North Coventry Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$51,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

**MPMS# 102293 SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)**

**ARLE**

**LIMITS:** Lancaster Avenue (SR 0030) between Bear Hill Road/Leopard Road (SR 0252) and Plank Avenue

No Let Date

**MUNICIPALITIES:** Tredyffrin Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7D

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade eight (8) existing signalized intersections for adaptive traffic control through the center of Paoli along Lancaster Avenue (SR 0030) between Bear Hill Road/Leopard Road (SR 0252) and Plank Avenue, including two signals along SR 0252 between the Paoli Shopping Center Access and East Central/Friendship Drive, in Tredyffrin Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$564,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 102294 SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)**

**ARLE**

**LIMITS:** Lancaster Avenue (SR 30) between SR 202 and SR 29

No Let Date

**MUNICIPALITIES:** East Whiteland Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7D

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install an adaptive signaling system along Lancaster Avenue (SR 30) between SR 202 and SR 29 in East Whiteland Township.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$445,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 102295 Parker Ford Safety Improvements (ARLE 4)**

**ARLE**

**LIMITS:** Intersection of New Schuylkill Road (SR 00724)/Bethel Church Road (SR 1035)/Linfield Road (SR 1035)

No Let Date

**MUNICIPALITIES:** East Coventry Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S6

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to replace, relocate, and modernize the traffic signal at the intersection of New Schuylkill Road (SR 00724)/Bethel Church Road (SR 1035)/Linfield Road (SR 1035) in East Coventry Township. Funds will also provide for geometric improvements to the intersection in order to eliminate awkward maneuvers, facilitate better maneuverability, and enhance safety.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$185,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			



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Pennsylvania - Highway Program (Status: TIP)

## Chester

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Chester	\$31,717	\$57,112	\$60,055	\$14,207	\$163,091	\$302,985	\$330,514

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 14891**      *Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015*

**LIMITS:** Over Little Darby Creek and Wigwam Run

Est Let Date: 10/22/2015

**MUNICIPALITIES:** Radnor Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** AECOM/C. Carmichael

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing two bridges carrying Darby Paoli Road over Little Darby Creek and Wigwam Run.

This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU		3,206												
CON	581		801												
CON	STU			3,206											
CON	581			801											
CON	STU				3,206										
CON	581				801										
		0	4,007	4,007	4,007	0	0	0	0	0	0	0	0		
		Total FY2015-2018			12,021	Total FY2019-2022				0	Total FY2023-2026				0

**MPMS# 15008**      *Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line*

**LIMITS:** Over Amtrak/SEPTA Wilmington/Newark Rail Line

No Let Date

**MUNICIPALITIES:** Folcroft Borough; Sharon Hill Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 3

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	BOF			54											
ROW	183			10											
ROW	LOC			3											
UTL	581				2,203										
UTL	LOC				116										
CON	BOF					4,358									
CON	183					817									
CON	LOC					272									
		0	0	67	2,319	5,447	0	0	0	0	0	0	0		
		Total FY2015-2018			2,386	Total FY2019-2022				5,447	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15183**      **Station Road Bridge Over Chester Creek (CB #234)**

**LIMITS:** Over Chester Creek

No Let Date

**MUNICIPALITIES:** Thornbury Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STP	310													
FD	179	77													
ROW	BOF		46												
ROW	179		12												
UTL	STP			45											
UTL	179			11											
CON	STP					1,910									
CON	179					478									
		<b>387</b>	<b>58</b>	<b>56</b>	<b>0</b>	<b>2,388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>501</b>	<b>Total FY2019-2022</b>				<b>2,388</b>	<b>Total FY2023-2026</b>				<b>0</b>

**MPMS# 15225**      **Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018**

**LIMITS:** Over SEPTA and Cobbs Creek

Est Let Date: 6/15/2015

**MUNICIPALITIES:** Haverford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** AECOM/C. Carmichael

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Harvest Lane and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's Norristown High Speed Line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line. This road segment is included in the Delaware County Bicycle Plan. This bridge will complete the connection to the station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

The project does include construction of new stairs and ADA ramps on both sides of bridge down to the station platform areas.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	STU	696													
ROW	LOC	174													
CON	STU		4,808												
CON	581		1,202												
CON	STU			4,808											
CON	581			1,202											
		<b>870</b>	<b>6,010</b>	<b>6,010</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>12,890</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

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Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 15251 US 1, Baltimore Pike Interchange Improvements SR:0352

LIMITS: At PA 352/Middletown Road

Est Let Date: 3/15/2019

MUNICIPALITIES: Middletown Township

MRPID:5

IMPROVEMENT: Bridge Repair/Replacement

FC: 12; 14

AQ Code:R3

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

This project will entail the reconstruction and reconfiguration of this cloverleaf interchange, originally built in 1939. This road segment is included in the Delaware County Bicycle Plan. SEPTA 110, 111, and 117 bus routes use Routes 1 and 352.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	4,668											
FD	581	1,167											
FD	NHPP		4,668										
FD	581		1,167										
FD	NHPP			4,668									
FD	581			1,167									
ROW	581				14,695								
ROW	581					2,695							
ROW	581						8,695						
UTL	NHPP						3,247						
UTL	581						812						
CON	TOLL												
CON	STU							18,727					
CON	NHPP							18,727					
CON	TOLL												
CON	NHPP								18,727				
CON	STU								18,727				
CON	581								23,728				
CON	NHPP									18,727			
CON	STU									18,727			
CON	581									5,364			
		5,835	5,835	5,835	14,695	2,695	12,754	37,454	61,182	42,818	0	0	0
		Total FY2015-2018			32,200	Total FY2019-2022			114,085	Total FY2023-2026			42,818

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15306** *Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031*

**LIMITS:** Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Ridley Park Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** AECOM/C. Carmichael

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the 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 accommodate the existing utilities at this location. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU	5,771													
CON	185	1,154													
		<b>6,925</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>6,925</b>			<b>Total FY2019-2022</b>			<b>0</b>			<b>Total FY2023-2026</b>	

**MPMS# 15368** *MANOA RD:BRG OVER CK (Bridge) SR:1002*

**LIMITS:** OVER COBBS CREEK : HAVERFORD TOWNSHIP :

Est Let Date: 4/2/2015

**MUNICIPALITIES:** Haverford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5C, 7B

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	STP	204													
PE	185	51													
FD	STP		525												
FD	185		131												
ROW	STP			90											
ROW	185			23											
UTL	STP			45											
UTL	185			11											
CON	STP				1,433										
CON	185				358										
		<b>255</b>	<b>656</b>	<b>169</b>	<b>1,791</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>2,871</b>			<b>Total FY2019-2022</b>			<b>0</b>			<b>Total FY2023-2026</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 15406** PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line SR:0452

**LIMITS:** Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 4/23/2015

**MUNICIPALITIES:** Lower Chichester Township; Marcus Hook Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

**AQ Code:**S19

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 2

**PROJECT MANAGER:** EE/L. Link

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 6A

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. Handicapped accessible ramps to the SEPTA stations will be provided. SEPTA bus route 119 uses this bridge. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP	2,700												
CON	NHPP	2,534												
CON	581	1,308												
CON	NHPP		5,234											
CON	581		1,308											
CON	NHPP			5,234										
CON	581			1,308										
		<b>6,542</b>	<b>6,542</b>	<b>6,542</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>19,626</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 47147** 3rd Street Dam Over Broomall Lake

**LIMITS:** Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 1/8/2016

**MUNICIPALITIES:** Media Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

**AQ Code:**S2

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 5D

This project involves rehabilitating or replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	183		35											
ROW	LOC		9											
UTL	183			36										
UTL	LOC			9										
CON	183				2,782									
CON	LOC				696									
		<b>0</b>	<b>44</b>	<b>45</b>	<b>3,478</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,567</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 47986**      **Chester Creek Bicycle/Pedestrian Trail**

**Return**

**LIMITS:** Former Chester Creek Branch Rail Line

No Let Date

**MUNICIPALITIES:** Middletown Township; Aston Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** EE/DVRPC/JB

**CMP:** Not SOV Capacity Adding

**MP Subcorridor(s):** 2D, 5B, 6A, 8A

Phased construction of the Chester Creek Rail Trail from the already designed Wawa regional rail station to Chester City. Phase I will extend from Lenni Road to Chester Creek Road and include a paved ADA compliant trail and associated facilities including a signage system, trailhead parking facilities, necessary bridges, etc. Phase II will extend south. Phase III will link with the WAWA station on the extension of the Media-Elwyn regional rail line in Middletown Township and Chester Heights Borough to increase commuting possibilities along the corridor.

The Chester Creek Trail is intended for transportation purposes, including trips to work, school, shops, and services. The Chester Creek Trail will serve as bicycle and pedestrian access to SEPTA's proposed Wawa regional rail station, which will be the new terminus of the Elwyn regional rail line and will connect residential communities with major employment, school, retail, and service centers. The trail will also provide access for residents to various destinations in the corridor, such as Wawa's corporate headquarters and Wawa's dairy plant, the proposed redevelopment project on the site of the Franklin Mint, various businesses in Lenni and Rockdale, Linvilla Orchards, Endless Pools, City of Chester employment sites, and the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	5,500												
		5,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			5,500	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 47992** *New Road Over West Branch of Chester Creek (Crozierville Bridge)*

**LIMITS:** Over West Branch of Chester Creek

Est Let Date: 3/5/2015

**MUNICIPALITIES:** Aston Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. 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 less than 1/2 mile from the Chester Creek Trail.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	2,546												
CON	179	637												
		<b>3,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,183</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 47993** *7th Street Bridge Over Chester Creek SR:7023*

**LIMITS:** Over Chester Creek

Est Let Date: 2/12/2015

**MUNICIPALITIES:** Chester City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2D, 4D, 6A

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge currently has a 12 ton weight limit.

This road segment is included in the Delaware County Bicycle Plan. SEPTA 107 and 109 bus routes use this road.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	4,244												
CON	179	1,061												
CON	581	849												
		<b>6,154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>6,154</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57757** *Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk SR:2025*

**LIMITS:** Morton Avenue from Swarthmore Avenue and 9th Avenue

Est Let Date: 1/14/2016

**MUNICIPALITIES:** Ridley Township; Rutledge Borough

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 16

AQ Code:R1

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5C

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 intersection 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. 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.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	TOLL														
CON	CAQ		3,278												
		0	3,278	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,278	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 57772**      **Convent Road Bridge Over Chester Creek (CB# 6)**

**LIMITS:** Over Chester Creek

Est Let Date: 2/5/2016

**MUNICIPALITIES:** Aston Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B

This project will entail the complete replacement of the Convent Road Bridge. The existing structure is a two-span concrete structure built in 1927 that carries Convent Road over the confluence of Chester Creek and its west branch. Severe deterioration extends through the deck superstructure and substructure, resulting in a 20-ton weight restriction.

The bridge is currently 20 feet wide with a 6 foot wide concrete sidewalk provided on the upstream side of the structure. The bridge is located on a significant horizontal curve at both approaches. Heavy industrial development is present on the northern approach; residential development exists on the southern approach. The two-lane approach roadways are unlined and no safety features are provided.

A new structure will replace the existing bridge along the same alignment; the width of the new structure will be wider than the existing. Although significant changes to the roadway and bridge profile are not anticipated, minor roadway approach work will be required. The new structure will comply with current PennDOT design standards including an increased weight limit, which will allow the passage of larger vehicles. The bridge currently has a PennDOT sufficiency rating of 18.3. This bridge is .1 mile from the Chester Creek Trail. This project is subject to standard PennDOT design procedure as defined in the Bicycle/Pedestrian Facilities checklist.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	BOF		3,315											
CON	183		621											
CON	179		208											
		0	4,144	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>		<b>4,144</b>		<b>Total FY2019-2022</b>			<b>0</b>			<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 57773 *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)*

LIMITS: Over Amtrak/SEPTA Rail Line between 5th Street and 6th Streets

Est Let Date: 5/2/2019

MUNICIPALITIES: Chester City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

Due to structural defects, this project involves rehabilitating or replacing the Lloyd Street bridge, which was constructed in 1899. This bridge, which serves the industrial waterfront is currently closed to traffic. The pedestrian walkways had been closed due to holes in the decking. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	BOF	891											
FD	183	194											
FD	LOC	55											
ROW	581		1,204										
ROW	LOC		63										
UTL	581			2,235									
UTL	LOC			117									
CON	BOF					8,343							
CON	183					1,564							
CON	LOC					521							
		1,140	1,267	2,352	0	0	10,428	0	0	0	0	0	0
		Total FY2015-2018			4,759	Total FY2019-2022			10,428	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 64790**      **MacDade Boulevard Closed Loop Signal System SR:2006**

**LIMITS:** South Avenue to Cherry Street

Est Let Date: 7/15/2015

**MUNICIPALITIES:** Glenolden Borough; Collingdale Borough

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 3

**PROJECT MANAGER:** TSS/D. Barr

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 6A

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following nine 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 & Felton Avenue,
8. MacDade Boulevard & Roberta Avenue, and
9. MacDade Boulevard & Cherry Street.

New Intersections added:

- MacDade Boulevard & South Avenue
- MacDade Boulevard & Knowles Avenue

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. 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 included in the Delaware County Bicycle Plan. SEPTA's Route 107 and 113 buses use this road.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ		6,010											
		0	6,010	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			6,010	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS: At Franklin Avenue

Est Let Date: 6/13/2016

MUNICIPALITIES: Ridley Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 14

AQ Code:R1

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: Plans/C. Veiga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is 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 Route 107 and school buses. Proposed solution would be modernization of signals, road widening and channelization. Project would alleviate safety problems and enhance turning movements.

Design and ROW are being advanced by the township.

This road segment is included in the Delaware County Bicycle Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	LOC	53													
ROW	CAQ		109												
UTL	LOC		28												
CON	CAQ			766											
		53	137	766	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>956</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**MPMS# 69665**      **South Creek Road Bridge Over Brandywine Creek SR:3101**

**LIMITS:** Over Brandywine Creek

Est Let Date: 5/15/2017

**MUNICIPALITIES:** Chadds Ford Township; Pennsbury Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing 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 included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STU	637													
FD	185	159													
ROW	STU		219												
ROW	185		55												
UTL	STU			90											
UTL	185			23											
CON	STU					6,926									
CON	185					1,731									
CON	STU						6,926								
CON	185						1,731								
		<b>796</b>	<b>274</b>	<b>113</b>	<b>0</b>	<b>8,657</b>	<b>8,657</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>				<b>1,183</b>	<b>Total FY2019-2022</b>				<b>17,314</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 69815 US 322, Environmental Mitigation (MIT) SR:0322

LIMITS: US 1 to West of CSX Railroad bridge

Est Let Date: 9/25/2014

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

MRPID:50

IMPROVEMENT: Other

FC: 14

AQ Code:S2

DVRPC PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/P. Berthold

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8A

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 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 Concord Township property at SR 322 and Fellowship Drive/Station Road North, including realignment of Station Road North. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	5,941												
CON	581	1,485												
		7,426	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			7,426	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 69816 US 322, US 1 to Featherbed Lane (Section 101) SR:0322

LIMITS: US 1 to Featherbed Lane

Est Let Date: 1/5/2017

MUNICIPALITIES: Concord Township

MRPID:50

IMPROVEMENT: Roadway New Capacity

FC: 14

AQ Code:2025M

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

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. This project may include other revisions as necessary.

See MPMS #14747 for design funding.

This project includes ROW and UTL work for MPMS# 69815.

MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project. SEPTA's Route 119 bus uses this road.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	STU			7,602									
CON	NHPP			10,927									
CON	581			2,732									
CON	NHPP				32,067								
CON	TOLL												
CON	STU				1,685								
CON	581				6,157								
CON	STP					398							
CON	NHPP					24,627							
CON	581					6,157							
		0	0	21,261	39,909	31,182	0	0	0	0	0	0	0
		Total FY2015-2018		61,170		Total FY2019-2022			31,182	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 69817** **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

**LIMITS:** East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chichester Township

Est Let Date: 1/10/2019

**MUNICIPALITIES:** Upper Chichester Township; Bethel Township; Concord Township

MRPID:50

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD: 2

**PROJECT MANAGER:** TSS/P. Berthold

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

The project involves widening and improving SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved.

Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

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 project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project. SEPTA's Route 119 bus uses this road.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP					4,280							
CON	581					1,070							
CON	NHPP						16,280						
CON	581						4,070						
CON	NHPP							51,280					
CON	581							12,820					
CON	TOLL												
CON	STU								6,250				
CON	NHPP								48,280				
CON	581								12,070				
		0	0	0	0	5,350	20,350	64,100	66,600	0	0	0	0
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>		156,400	<b>Total FY2023-2026</b>		0		

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 70219 PA 291, East Coast Greenway**

**LIMITS:** Darby Creek to Wanamaker Avenue

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Tinicum Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

Construction of the East Coast Greenway in Tinicum 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. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street, which will connect the main trail proposed through Tinicum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU	766												
CON	CAQ	413												
		1,179	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,179	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 70228 I-476, MacDade Boulevard Ramp Improvements SR:2006**

**LIMITS:** I-476 to Fairview Road

Est Let Date: 12/15/2015

**MUNICIPALITIES:** Ridley Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:R3

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** AECOM/K. Caparra

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

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.

This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses MacDade Boulevard.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581				3,768									
CON	581					3,768								
		0	0	0	3,768	3,768	0	0	0	0	0	0	0	
		Total FY2015-2018			3,768	Total FY2019-2022				3,768	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 70245** *Chester City Access Improvements II SR:2028*

**LIMITS:** Chestnut Street/Morton Avenue, 10th Street to 12th

Est Let Date: 11/5/2015

**MUNICIPALITIES:** Chester City

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14

AQ Code:R1

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** HNTB/G. Gumas

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2D, 4D, 6A

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. Specifically, work includes the widening of Chestnut Street from I-95 to 10th Street without adding additional travel lanes, and the reconfiguration of the intersections 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 included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Morton Avenue.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STP		281										
ROW	581		70										
UTL	STP			171									
UTL	581			43									
CON	581				4,637								
		0	351	214	4,637	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		5,202				0				0			

**MPMS# 75800** *College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek SR:1026*

**LIMITS:** Over SEPTA Norristown High Speed Line and Cobb's Creek

Est Let Date: 11/6/2014

**MUNICIPALITIES:** Haverford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581	891											
UTL	TOLL												
UTL	STU	1,313											
CON	581	7,175											
		9,379	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		9,379				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 79329**      **Bridgewater Road Extension**

**Return**

**LIMITS:** Concord Road to PA 452/US 322

No Let Date

**MUNICIPALITIES:** Upper Chichester Township; Aston Township; Chester Township

MRPID:117

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14; 17

AQ Code:2035M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** TSS/PWB

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

Project to extend Bridgewater Road to either SR 452 (Market Street) or US 322. This candidate project is a breakout of MPMS #15477, where the PE phase for this breakout is located.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	TOLL													
ROW	STP										692			
UTL	TOLL													
UTL	STP										692			
CON	STU												17,622	
CON	581												4,406	
		0	0	0	0	0	0	0	0	0	1,384	0	22,028	
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>23,412</b>

**MPMS# 80051**      **Rosemont Avenue Bridge Over Darby Creek (CB #73)**

**LIMITS:** Over Darby Creek

Est Let Date: 7/15/2015

**MUNICIPALITIES:** Springfield Township; Upper Darby Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5E

This project includes the complete replacement of the Delaware County Bridge #73, a 72' single span, narrow, severely deteriorated, 12 ton concrete encased steel bridge construction in 1921. The project will include minor improvements to the approach roadway and safety features associated with the bridge. The bridge is located at a T-intersection. The replacement structure will be single span bridge designed to meet current PennDOT standards.

The benefit to the bridge replacement project is that it will ensure the preservation of this stream crossing for the estimated 3,798 vehicles per day (as recorded in 2003) which currently use the bridge. The project will also greatly improve the load carrying capacity of the structure, improve the roadway and bridge geometry, and provide current safety features.

The existing bridge will be removed and replaced. The bicycle and pedestrian checklists will be incorporated into the project. The Darby Creek Greenway Trail is proposed to run along the Upper Darby side of the creek and Ellson Glen Park is on the Springfield side of the creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP		2,273											
CON	179		568											
		0	2,841	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2015-2018</b>		<b>2,841</b>				<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 86368**      **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

**LIMITS:** Over Chester Creek

Est Let Date: 1/7/2016

**MUNICIPALITIES:** Middletown Township; Aston Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck. Sufficiency rating: 33.7

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	STP	42													
UTL	179	11													
CON	STU		1,923												
CON	179		481												
		<b>53</b>	<b>2,404</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>2,457</b>		<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

**MPMS# 86370**      **Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)**

**LIMITS:** Over Hermesprot Creek

Est Let Date: 10/13/2016

**MUNICIPALITIES:** Darby Township; Folcroft Borough

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. Sufficiency rating: 41.8

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
UTL	STP		44												
UTL	179		11												
CON	STU			1,873											
CON	179			468											
		<b>0</b>	<b>55</b>	<b>2,341</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>2,396</b>		<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**MPMS# 87119**      **Nether Providence Township Sidewalks (SRTSF) - Round 1**

**LIMITS:** Wallingford Avenue

Est Let Date: 2/26/2015

**MUNICIPALITIES:** Nether Providence Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/DVRPC/J. Briggs

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5C

This project will install sidewalks and curbing along the north side of Wallingford Avenue, which will create a safer route to Wallingford Elementary School.

Improvements include constructing new sidewalks on 4,425 linear feet of Wallingford Avenue (SR 3024), designated a Hazardous Walking Route by PennDOT per March 2005 DVRPC Study. This will delete Wallingford Avenue from the Hazard Route list.

This project was awarded \$304,500 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF	239												
		<b>239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>239</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**MPMS# 87120**      *Upper Darby Township Sidewalks (SRTSF) - Round 1*

**LIMITS:** Township Line Road

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Upper Darby Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/DVRPC/J. Briggs

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5C

This project will construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

Improvements include construction of sidewalks along the west side of Township Line Road (TLR) to commence at Pilgrim Lane to the convergence of TLR and State Road (SR); construction of 6 curb cuts for ramps at the west side of TLR at both corners of Bella Vista Road (BVR), 2 on the north corner of BVR and 4 at the south corner of BVR (Includes Crosswalk for Pedestrians); installation of guard railing along the west side of TLR from the north corner of BVR to the south corner of BVR; installation of 140 linear feet (l.f.) of retaining wall along west side of TLR within the north & south corners of BVR.

This project was awarded \$242,893 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

This road segment is included in the Delaware County Bicycle Plan.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF	191												
		191	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			191	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 88407** *I-95 Overhead Bridges*

**LIMITS:** Bridges over I-95

Est Let Date: 11/19/2015

**MUNICIPALITIES:** Chester City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11; 14

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** AECOM/C. Beissel

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is \$20,000,000 - \$25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgmont Avenue (SR 0352), Madison Street (SR 0320), Upland Street (SR 0320), Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted. Edgmont Avenue and Chestnut Street are included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Melrose Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	395												
FD	185	99												
CON	581			2,533										
CON	185			16,536										
CON	581				1,081									
CON	185				7,988									
		<b>494</b>	<b>0</b>	<b>19,069</b>	<b>9,069</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>28,632</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 92323** *Wanamaker Ave o/ Darby Ck (Bridge) SR:0420*

**LIMITS:** Delaware County - Darby Ck is border between Tinicum Township and Prospect Park Boro

Est Let Date: 7/27/2017

**MUNICIPALITIES:** Prospect Park Borough; Tinicum Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community; Rural Area

IPD: 3

**PROJECT MANAGER:** TSS/D. Barr

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project involves rehabilitating or replacing the state bridge over the Darby Creek on Wanamaker Avenue between US 13 and I-95 in Tinicum Township and Prospect Park Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	339												
FD	185	85												
ROW	NHPP		262											
ROW	185		66											
UTL	NHPP			270										
UTL	185			68										
CON	185				4,057									
CON	185					4,057								
		<b>424</b>	<b>328</b>	<b>338</b>	<b>4,057</b>	<b>4,057</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>5,147</b>	<b>Total FY2019-2022</b>				<b>4,057</b>	<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 92808 *Marshall Rd o/ Cobbs Crk (Bridge)*

Return

LIMITS: Upper Darby Township

No Let Date

MUNICIPALITIES: Upper Darby Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 16

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 5

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	STP								1,107						
FD	185								277						
ROW	STP										59				
ROW	185										15				
UTL	STP										117				
UTL	185										29				
CON	185											21,176			
		0	0	0	0	0	0	0	1,384	0	220	21,176	0		
		Total FY2015-2018				0	Total FY2019-2022				1,384	Total FY2023-2026			21,396

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 95429 US 202 and US 1 Loop Roads

LIMITS: Completion of Hillman Drive

No Let Date

MUNICIPALITIES: Chadds Ford Township

MRPID:123

IMPROVEMENT: Roadway New Capacity

FC: 14

AQ Code:2025M

DVRPC PLANNING AREA:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

The project completes the loop roads on the southeast and southwest corner, connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. This new connection constitutes a minor roadway extension, but will not widen existing roads. The northeast and northwest quadrants have the existing completed loop roads, State Farm Drive and Brandywine Drive, respectively. Applied Card Way, the southeastern loop road, will be completed by a developer. Turning movements will be made at the intersections (i.e., no jug handles) for the proposed loop road connections, and at the Route 202/US 1 intersection. A completed loop road system will divert traffic from the Route 202/US 1 intersection. Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders. SEPTA Route 111 serves this area. Extension of the right turn lane from northbound Route 1 to southbound Route 202 is also part of this project.

Project CMP (Congestion Management Process) commitments include sidewalks and crosswalks, enhanced bus stop areas in consultation with SEPTA, and bike lanes or paved shoulders. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP		699											
FD	581		175											
ROW	STP			270										
ROW	581			68										
UTL	STP			135										
UTL	581			34										
CON	STP				3,246									
CON	581				811									
		0	874	507	4,057	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>5,438</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 96946 *Ellis Town Center*

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Newtown Township

MRPID:162

**IMPROVEMENT:** Roadway New Capacity

FC: 14; 17

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 10C

This is Phase 1 of the Roadway Improvements for the Ellis Preserve planned development. Phase 1 includes: constructing a bypass/relief route (Loop Road), from PA 3 at the Medical drive intersection to PA 252 at the existing SAP access, widening Clyde Lane from two lanes to four lanes by adding a left turn lane and a right turn lane on the southbound approach to PA 3, widening Bishop Hollow Road from two lanes to three lanes by adding a right turn lane on the northbound approach to PA 3, constructing a southbound PA 252 right turn lane at Winding Way, widening the northern side of PA 3 from Clyde Lane to Winding Way to account for an anticipated future westbound PA 3 through lane, extending the PA 3 westbound left turn lane at Bishop Hollow, installing ADA compliant pedestrian facilities on all four corners of the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing ADA compliant pedestrian facilities on the southwest corner of the Winding Way/PA 252 intersection, installing ADA compliant pedestrian facilities on northwest and southwest corners of the PA 252/ SAP Driveway (Loop Road) intersection, installing ADA compliant pedestrian facilities on northeast corner of the PA 3/ Winding Way/Roe Lane intersection, installing a new traffic signal at the Winding Way/Clyde Lane intersection to work in conjunction with the existing/new signal at the Winding Way/PA 252 intersection, installing new traffic signal equipment at the PA 3/Clyde Lane/Bishop Hollow Road intersection, installing new traffic signal equipment at the PA 252/ SAP Driveway (Loop Road) intersection, installing new traffic signal equipment at the PA 3/ Winding Way/Roe Lane intersection, and retiming traffic signals along PA 3 and PA 252.

The whole project is a 210-acre master planned development located near the intersection of Route 252 (Newtown Street Road) and Route 3 (West Chester Pike) in Newtown Square. Plans for future development are being finalized and will include a fully integrated mixture of office, retail and residential uses. Ellis Town Square will offer a variety of retail stores and dining establishments designed around open aired central plazas and pedestrian pathways.

The overall estimated transportation construction cost of this project, is \$12,000,000, while the private development investment is estimated at \$544,000,000.

PA 3 and Bishop Hollow Road are included in the Delaware County Bicycle Plan and are used by SEPTA 104, 118, and 120 bus routes.

Project CMP (Congestion Management Process) commitments include include turning lanes, new traffic signals, updated signal timings on PA 3 and PA 252, new ADA compliant pedestrian facilities at several intersections along both PA 3 and PA 252, and coordination to upgrade transit in the area, potentially including bus shelters. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581ED	4,000												
CON	LOC	1,680												
		<b>5,680</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>5,680</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 97994 *Haverford Township Signal Upgrade (ARLE 3)*

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Haverford Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10C

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for the addition of adaptive signal control at three existing intersections. Those intersections are: West Chester Pike (S.R.0003) at Darby Road (S.R. 2005), West Chester Pike (S.R.0003) at Route 1 (S.R.0001), and Route 1 (S.R.0001) at Darby Road/Lansdowne Avenue (S.R.2005).

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE award: \$150,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	150												
		150	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			150	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 97999 *Concord Township Safety Improvements (ARLE 3)*

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Concord Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:NRS

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for the installation of fiber optic cable from Baltimore Pike to the Township Building to centralize the closed loop signal system.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$55,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	55												
		55	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			55	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 98002 Chadds Ford Signal Upgrade (ARLE 3)

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Chadds Ford Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:NRS

**DVRPC PLANNING AREA:**

IPD: 1

**PROJECT MANAGER:** MS/V. Temino

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to replace the existing traffic signal on US 1 at Ring Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$45,000

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	244	45													
		45	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			45	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 98216** *Michigan Ave over Little Crum Creek (CB# 210)*

**LIMITS:** No Let Date

**MUNICIPALITIES:** Ridley Township

**IMPROVEMENT:** Bridge Repair/Replacement **FC:** AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community IPD: 1

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is structurally deficient. The bridge is posetd with a 12 ton weight restriction and requires continual mainteance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "Structurally Deficient" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards

The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 98217** *Hilldale Road over Darby Creek (CB# 149)*

**LIMITS:** No Let Date

**MUNICIPALITIES:** Lansdowne Borough; Upper Darby Township

**IMPROVEMENT:** Bridge Repair/Replacement **FC:** AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community IPD: 1

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 5E

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 98218**      **South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)**

**LIMITS:** No Let Date

**MUNICIPALITIES:** Glenolden Borough; Norwood Borough

**IMPROVEMENT:** Bridge Repair/Replacement **FC:** AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community IPD: 0

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding      CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned South Avenue Road Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0		<b>Total FY2023-2026</b>		0			

**MPMS# 102290**      **SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)**

**ARLE**

**LIMITS:** No Let Date

**MUNICIPALITIES:** Chadds Ford Township; Concord Township

**IMPROVEMENT:** Signal/ITS Improvements **FC:** AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb IPD: 1

**PROJECT MANAGER:** MS/V. Temino **CMP:** Minor SOV Capacity      CMP Subcorridor(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to install adaptive signal control at nine (9) intersections along Wilmington-West Chester Pike (SR 0202) from Oakland Road to Johnson Farm Lane in Concord and Chadds Ford Townships.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$432,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		0		<b>Total FY2019-2022</b>		0		<b>Total FY2023-2026</b>		0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 102291 SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: Aston Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to expand the fiber optic closed loop traffic signal system for six (6) signalized intersections along Pennell Road (SR 0452) from Segment 0170/Offset 0000 to Segment 0180/Offset 0214 in Aston Township. It will also involve traffic counts at all six intersections and the development of optimized signal timings and coordination settings.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$82,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	244	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		0				0				0			

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$62,955	\$45,115	\$69,692	\$91,787	\$269,549	\$346,453	\$87,626



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Delaware

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

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

DVRPC PLANNING AREA: Developed Community; Core City

IPD: 6

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP).

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	581									3,000					
		0	0	0	0	0	0	0	0	3,000	0	0	0		
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026			3,000

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

LIMITS: Over Tookany Creek

Est Let Date: 3/10/2016

MUNICIPALITIES: Cheltenham Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

In Cheltenham Township, east of Jenkintown, this project involves rehabilitating or replacing the Tookany Creek Parkway bridge over the tributary of the Tookany Creek (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP	25												
FD	183	4												
FD	LOC	2												
UTL	STP	42												
UTL	183	8												
UTL	LOC	2												
CON	STP		962											
CON	183		180											
CON	LOC		60											
		83	1,202	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,285		Total FY2019-2022			0		Total FY2023-2026		0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA R3 SR:0611

LIMITS: Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 1/15/2016

MUNICIPALITIES: Abington Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge must be replaced with a new structure and 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP		3,071										
CON	185		767										
CON	TOLL												
CON	NHPP			1,626									
CON	581			5,022									
CON	185			442									
		0	3,838	7,090	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		<b>10,928</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

LIMITS: Over Amtrak/SEPTA Paoli Rail Lines

Est Let Date: 10/15/2015

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	STP	32												
ROW	183	6												
ROW	LOC	2												
UTL	STU	640												
UTL	183	120												
UTL	LOC	40												
CON	581		4,152											
CON	LOC		219											
		840	4,371	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			5,211	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16239 NEW HANOVER SQ RD BR

Return

LIMITS: over Swamp Creek

No Let Date

MUNICIPALITIES: New Hanover Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 7

AQ Code:S19

DVRPC PLANNING AREA: Rural Area

IPD: 1

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
FD	BOF							307													
FD	185							77													
ROW	BOF									81											
ROW	185									20											
CON	BOF										1,027										
CON	185										257										
		0	0	0	0	0	0	384	0	101	1,284	0	0								
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>384</b>				<b>Total FY2023-2026</b>				<b>1,385</b>			

MPMS# 16248 Union Avenue (Bridge) SR:7104

LIMITS: Over SEPTA R6, Cynwyd Rail Line

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
CON	STU	921																			
CON	BOF	5,022																			
CON	183	1,114																			
CON	LOC	371																			
		7,428	0	0	0	0	0	0	0	0	0	0	0								
<b>Total FY2015-2018</b>		<b>7,428</b>				<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16334 PA 73, Church Road Intersection and Signal Improvements SR:0073**

**LIMITS:** Greenwood Avenue to Rice's Mill Road

Est Let Date: 5/16/2016

**MUNICIPALITIES:** Cheltenham Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 3

**PROJECT MANAGER:** AECOM/C. Beissel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14E

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

TOLL CREDIT MATCH

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	TOLL													
ROW	CAQ	530												
CON	TOLL													
CON	CAQ			4,164										
		530	0	4,164	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>4,694</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220**

**LIMITS:** Over SEPTA Route 100

Est Let Date: 6/15/2015

**MUNICIPALITIES:** Upper Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP	446												
UTL	183	84												
UTL	LOC	28												
CON	STP		3,366											
CON	183		631											
CON	LOC		210											
		558	4,207	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>4,765</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16400**      *Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046*

**LIMITS:** Over Perkiomen Creek

Est Let Date: 11/5/2015

**MUNICIPALITIES:** Lower Providence Township; Upper Providence Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

The new bridge will be two lanes and replace the existing closed bridge It will be 26' wide with sidewalk on the south side. Reference MPMS# 16400. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	BOF*	1,650												
		1,650	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			1,650	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

**MPMS# 16408**      *Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046*

**LIMITS:** Over Perkiomen Creek

Est Let Date: 2/9/2017

**MUNICIPALITIES:** Upper Hanover Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	BOF	467												
FD	183	88												
FD	LOC	29												
ROW	STP					48								
ROW	183					8								
ROW	LOC					2								
UTL	LOC				2									
UTL	STP					48								
UTL	183					10								
CON	STP						2,952							
CON	183						553							
CON	LOC						184							
		584	0	0	2	116	3,689	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			586	<b>Total FY2019-2022</b>				3,805	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16484 *Edgehill Road Bridge Over Old York Road SR:2034*

LIMITS: Over Old York Road

Est Let Date: 4/23/2015

MUNICIPALITIES: Abington Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 17

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and the replacement of approach curb and sidewalk.

The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	TOLL	318											
UTL	BOF		526										
CON	TOLL			3,809									
CON	BOF												
		<b>318</b>	<b>526</b>	<b>3,809</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		4,653				0				0			



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16577 Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade SR:0000

Return

LIMITS: Butler Pike to Philadelphia County Line

No Let Date

MUNICIPALITIES: Springfield Township; Whitmarsh Township

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2035M

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/MMP

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

This project involves reconstructing the roadway and drainage, upgrading and interconnecting traffic signals, and adding turn lanes at Joshua Road, Barren Hill Road, and Manor Road intersections. Sidewalks will be included where feasible. Phase 1 will be from Crescent Road to Philadelphia line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Crescent Road. Currently the roadway is 4 lanes (2 in each direction) between Butler and Church Road, and three lanes from Church Road to Philadelphia city line (2 west-bound and 1 east-bound).

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	LOC	1,000											
ROW	LOC		1,000										
CON	STU											29,656	
CON	581											7,414	
		1,000	1,000	0	0	0	0	0	0	0	0	37,070	0
<b>Total FY2015-2018</b>		<b>2,000</b>			<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>37,070</b>

MPMS# 16599 PA 320 at Hanging Rock SR:0320

Return

LIMITS: UPPER GULPH ROAD TO ARDEN ROAD

No Let Date

MUNICIPALITIES: Upper Merion Township

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S4

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER: AECOM/CC

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

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.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	STU								6,172				
		0	0	0	0	0	0	0	6,172	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>			<b>Total FY2019-2022</b>				<b>6,172</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16610** *Ashmead Road Bridge Over Tookany Creek (CB) SR:7102*

**LIMITS:** Over Tookany Creek

Est Let Date: 1/8/2015

**MUNICIPALITIES:** Cheltenham Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	STP	85												
UTL	185	16												
UTL	LOC	5												
CON	STP	2,419												
CON	185	454												
CON	LOC	151												
		<b>3,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,130</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

**MPMS# 16658** *Old Forty Foot/Skipack (Bridge)*

**LIMITS:** over Skipack Creek

No Let Date

**MUNICIPALITIES:** Towamencin Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 1

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

This is a Structurally Deficient bridge breakout project from MPMS #88706. This project involves rehabilitating or replacing a bridge near Old Forty Foot Road and Skipack Pike (Route 73) in Lower Salford Township, Montgomery County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU		393											
FD	185		98											
ROW	STU				185									
ROW	185				46									
UTL	STU				245									
UTL	185				61									
CON	STU					2,761								
CON	185					690								
		<b>0</b>	<b>491</b>	<b>0</b>	<b>537</b>	<b>3,451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,028</b>		<b>Total FY2019-2022</b>			<b>3,451</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16665**      **US 202, Markley Street Southbound (Section 500) SR:0202**

**LIMITS:** Main Street to Johnson Highway

No Let Date

**MUNICIPALITIES:** East Norriton Township; Norristown Borough

MRPID:21

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14

AQ Code:S10

**DVRPC PLANNING AREA:** Developed Community

IPD: 5

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (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. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
ROW	NHPP	2,686													
ROW	581	672													
UTL	NHPP		911												
UTL	581		228												
		<b>3,358</b>	<b>1,139</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>4,497</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16705 *Chester Valley Trail Extension (C036)*

LIMITS: South Gulph Road Bridge to Schuylkill River Trail

Est Let Date: 4/15/2016

MUNICIPALITIES: Upper Merion Township; Bridgeport Borough; Norristown Borough

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 8D, 9B

This project includes the development of a 3.5 mile extension of the paved trail. 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 Downingtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ		2,000											
CON	TOLL													
CON	CAQ			4,644										
CON	CAQ				2,644									
CON	TOLL													
		0	2,000	4,644	2,644	0	0	0	0	0	0	0	0	
		Total FY2015-2018			9,288	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16726** *WarminsterRd/Pennypack Ck (Bridge)*

**LIMITS:** over Pennypack Creek

Est Let Date: 9/15/2016

**MUNICIPALITIES:** Hatboro Borough; Upper Moreland Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STP	446												
FD	185	111												
ROW	STP		232											
ROW	185		58											
UTL	STP		232											
UTL	185		58											
CON	185			549										
CON	581			2,197										
		<b>557</b>	<b>580</b>	<b>2,746</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,883</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 16738** *US 422 Expressway Section M1B SR:0422*

**Return**

**LIMITS:** East of Norfolk Southern RR to Park Rd.

No Let Date

**MUNICIPALITIES:** Lower Pottsgrove Township

MRPID:2

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 4

**PROJECT MANAGER:** EE/LJL

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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 existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #'s 64220, 64222 and 66986

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STU										31,837			
CON	STP										13,842			
CON	581										41,527			
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,206</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>0</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>87,206</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16741 Swamp Road at PA 663 SR:0663

Return

LIMITS: Swamp Road at PA 663

No Let Date

MUNICIPALITIES: New Hanover Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:R1

DVRPC PLANNING AREA: Rural Area

IPD: 0

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581					1,194								
ROW	185						246							
UTL	185						246							
CON	581							1,900						
		0	0	0	0	1,194	492	1,900	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				3,586	Total FY2023-2026			0

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

Return

LIMITS: Moore Rd to Vandenberg Rd

No Let Date

MUNICIPALITIES: Upper Merion Township

MRPID:161

IMPROVEMENT: Intersection/Interchange Improvements

FC: 16

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: EE/LJL

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

Replace structurally deficient, functionally obsolete, weight restricted (30 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	LOC	775												
FD	581						947							
ROW	STU								1,044					
UTL	STU									1,142				
CON	581									7,761				
CON	581									7,761				
		775	0	0	0	0	947	0	1,044	16,664	0	0	0	
		Total FY2015-2018			775	Total FY2019-2022				1,991	Total FY2023-2026			16,664

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

Return

LIMITS: at PA 152, Limekiln Pk. & Norristown Rd.

No Let Date

MUNICIPALITIES: Upper Dublin Township; Horsham Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 14; 16

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community; Growing Suburb

IPD: 0

PROJECT MANAGER: TSS/HPF

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections:

SR 63 (Welsh Road) and SR 2007 (Norristown Road)

SR 63 (Welsh Road) and SR 152 (Limekiln Pike)

SR 2007 (Norristown Road) and SR 152 (Limekiln Pike)

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width

Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU							6,458					
ROW	581							1,614					
CON	581									13,111			
		0	0	0	0	0	0	8,072	0	13,111	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			8,072	Total FY2023-2026			13,111

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 48175** Ridge Pike, Norristown Boro to Butler Pike SR:0000

**Return**

**LIMITS:** PA Turnpike to Regal Plaza Drive

No Let Date

**MUNICIPALITIES:** Plymouth Township

MRPID:64

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 14

AQ Code:2035M

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** AECOM/MMP

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

Reconstruction of this high volume four lane arterial, from Turnpike to Regal Plaza, with the addition of a center turn lane from the easterly end of the bridge project to Regal Plaza Drive, as required. Replace two bridges over Norfolk Southern rail line. This project will result in two projects and contains the FD, ROW, and utility costs for all phases. The first construction project is the replacement of two Norfolk Southern bridges between the turnpike and Carland Road; The second construction project is from Carland Road to Regal Plaza Drive. Sidewalks will be included. Signals will be upgraded and interconnected. This is the first piece of the Ridge Pike reconstruction project.

The construction of the bridges is found in MPMS# 92839.

The construction of the remaining portion of Ridge Pike is \$6,000,000 funded by the County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU	849											
FD	LOC	212											
ROW	STU	1,018											
ROW	LOC	255											
UTL	STU	424											
UTL	LOC	106											
		<b>2,864</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>2,864</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	

**MPMS# 48186** Pottstown Area Signal System Upgrade SR:4031

Est Let Date: 2/12/2015

**LIMITS:** Montgomery and Chester Counties

**MUNICIPALITIES:** Pottstown Borough; North Coventry Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD: 4

**PROJECT MANAGER:** AECOM/E. Reagle

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 9A

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	CAQ	6,561											
CON	CAQ		5,943										
CON	TOLL												
CON	TOLL												
CON	CAQ			639									
		<b>6,561</b>	<b>5,943</b>	<b>639</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>13,143</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	



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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 48187**      *Henderson/Gulph Road Widen near I-76 Ramps SR:3029*

**Return**

**LIMITS:** Shoemaker; S Gulph: Crooked Lane to Gulph Mills Intersection

No Let Date

**MUNICIPALITIES:** Upper Merion Township

MRPID:54

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14

AQ Code:2035M

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/LJL

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project includes construction for widening along South Henderson Road from South Gulph Road to Shoemaker Road as well as widening along South Gulph Road between Crooked Lane to the I-76 Gulph Mills intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	LOC	450												
FD	581									779				
FD	LOC									195				
ROW	581										519			
UTL	581										796			
CON	581												12,923	
		<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>974</b>	<b>1,315</b>	<b>0</b>	<b>12,923</b>	
<b>Total FY2015-2018</b>		<b>450</b>				<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>15,212</b>

**MPMS# 50646**      *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

**LIMITS:** Over Unami Creek and East Branch of Perkiomen

Est Let Date: 7/2/2015

**MUNICIPALITIES:** Marlborough Township; Upper Salford Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 2

**PROJECT MANAGER:** AECOM/C. Beissel

**CMP:** Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP					3,695								
CON	581					924								
CON	NHPP						3,695							
CON	185						924							
CON	NHPP							3,694						
CON	581							924						
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,619</b>	<b>4,619</b>	<b>4,618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>13,856</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS: Over abandoned Reading Railroad Tracks

Est Let Date: 3/26/2015

MUNICIPALITIES: Pennsburg Borough

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S2

DVRPC PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance..

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	581	538													
CON	581			2,251											
		538	0	2,251	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			2,789	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 57851 Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044

LIMITS: PA 73 to Township Line Road

Est Let Date: 1/15/2015

MUNICIPALITIES: Perkiomen Township; Skippack Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 14; 16

AQ Code:2025M

DVRPC PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Minor SOV Capacity

Corridor/intersection improvements; realign off-set intersection:

- 1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.
- 2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.
- 3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.
- 4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.
- 5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP					6,686								
CON	581					1,672								
CON	NHPP						6,686							
CON	581						1,672							
		0	0	0	0	8,358	8,358	0	0	0	0	0	0	
		Total FY2015-2018				0	Total FY2019-2022				16,716			
										Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 57858 Lafayette Street Extension (MG1) SR:9102**

**LIMITS:** Dannehower Bridge to PA Turnpike

No Let Date

**MUNICIPALITIES:** Norristown Borough; Plymouth Township

MRPID:55

**IMPROVEMENT:** Roadway New Capacity

FC: 9

AQ Code:2035M

**DVRPC PLANNING AREA:** Developed Community

IPD: 4

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 1A, 8E, 9B

This project (Section MG1) serves as the design project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Diamond Avenue. 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 as well as an all electronic toll interchange with the Pennsylvania Turnpike.

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	849												
FD	LOC	212												
ROW	STU	2,546												
ROW	LOC	637												
		<b>4,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>4,244</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 57865 *Edge Hill Road Reconstruction SR:2034*

LIMITS: Easton Road to Jenkintown Road

Est Let Date: 10/17/2019

MUNICIPALITIES: Abington Township

IMPROVEMENT: Roadway Rehabilitation

FC: 17

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: HNTBJ. Alfieri

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	581	424											
FD	LOC	106											
ROW	581			900									
ROW	LOC			200									
CON	STU					7,379							
CON	581					1,845							
		530	0	1,100	0	0	9,224	0	0	0	0	0	0
		Total FY2015-2018				Total FY2019-2022				Total FY2023-2026			
		1,630				9,224				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 63486 US 202, Johnson Highway to Township Line Road (61S) SR:0202

LIMITS: Johnson Highway to Township Line Road

Est Let Date: 2/1/2018

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

MRPID:56

IMPROVEMENT: Roadway New Capacity

FC: 14

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

This project provides for the widening of 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 Norristown Borough, East Norriton & Whitpain Twps. 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 is designed under Section 610. ITS elements are included in this project.

MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP	4,170											
ROW	581	1,043											
UTL	NHPP		1,678										
UTL	581		420										
CON	581					17,437							
CON	581						17,437						
CON	581							17,437					
CON	581								17,437				
		5,213	2,098	0	0	17,437	17,437	17,437	17,437	0	0	0	0
		Total FY2015-2018			7,311	Total FY2019-2022			69,748	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

**MPMS# 63490**      **US 202, Township Line Road to Morris Road (61N) SR:0202**

**LIMITS:** Township Line Road to Morris Road

Est Let Date: 4/3/2017

**MUNICIPALITIES:** Whitpain Township

MRPID:56

**IMPROVEMENT:** Roadway New Capacity

**FC:** 14; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU	1,273											
ROW	581	318											
UTL	NHPP	849											
UTL	581	212											
CON	581			14,704									
CON	581				20,774								
CON	581					4,904							
CON	581						24,834						
		<b>2,652</b>	<b>0</b>	<b>14,704</b>	<b>20,774</b>	<b>4,904</b>	<b>24,834</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>38,130</b>		<b>Total FY2019-2022</b>		<b>29,738</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 63491 US 202, Morris Road to Swedesford Road (65S) SR:0202

LIMITS: Morris Road to Swedesford Road

Est Let Date: 10/15/2017

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Township

MRPID:56

IMPROVEMENT: Roadway New Capacity

FC: 14

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 12B, 14C

This project provides for the widening of US 202 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 with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is 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 Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ROW	NHPP	1,146												
ROW	581	286												
UTL	NHPP		1,748											
UTL	581		437											
CON	NHPP					18,070								
CON	581					4,517								
CON	NHPP						18,070							
CON	581						4,517							
CON	NHPP							18,070						
CON	581							4,517						
		1,432	2,185	0	0	22,587	22,587	22,587	0	0	0	0	0	
<b>Total FY2015-2018</b>		<b>3,617</b>			<b>Total FY2019-2022</b>				<b>67,761</b>	<b>Total FY2023-2026</b>				<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63493** PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202

**LIMITS:** At Old US 202/PA 309/PA 463

Est Let Date: 4/15/2015

**MUNICIPALITIES:** Montgomery Township

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14; 16

**AQ Code:**2025M

**DVRPC PLANNING AREA:** Growing Suburb

**IPD:** 2

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 8G, 12B, 14C

This project involves modifications to the intersection of SR 0309 (Bethlehem Pike) with SR 0463 (Horsham/Cowpath Road) and SR 2202 (Doylestown 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 along SR 0309 will extend approximately 430 m. (1411 ft.) north of the intersection and approximately 320 m. (1050 ft.) south of the intersection; along SR 0463 will extend approximately 460 m. (1508 ft.) east of the intersection and 245 m. (804 ft.) west of the intersection; along SR 2202 will extend approximately 80 m. (262 ft.) north of the intersection. Both signal support structures will be replaced.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581	212												
UTL	581		2,185											
CON	581			5,628										
		212	2,185	5,628	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>8,025</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 64795** Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045

**Return**

**LIMITS:** I-76 to Rock Hill Road

No Let Date

**MUNICIPALITIES:** Lower Merion Township

MRPID:120

**IMPROVEMENT:** Roadway New Capacity

**FC:** 16

**AQ Code:**2035M

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 1

**PROJECT MANAGER:** AECOM/CC

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 3B, 7B

Widen Belmont Avenue to provide additional lanes, intersection improvements and streetscape improvements; replace railroad overpass.

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	LOC	1,000												
ROW	581							2,534						
ROW	LOC							1,900						
CON	STP											15,683		
CON	581											15,683		
		1,000	0	0	0	0	0	4,434	0	0	0	31,366	0	
		<b>Total FY2015-2018</b>			<b>1,000</b>	<b>Total FY2019-2022</b>				<b>4,434</b>	<b>Total FY2023-2026</b>			<b>31,366</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412

LIMITS: Over Amtrak/SEPTA

Est Let Date: 4/2/2015

MUNICIPALITIES: Narberth Borough

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STP	849											
ROW	183	159											
ROW	LOC	53											
UTL	STP		1,748										
UTL	183		328										
UTL	LOC		109										
CON	STP			773									
CON	183			145									
CON	LOC			48									
CON	STP				4,773								
CON	183				895								
CON	LOC				298								
		1,061	2,185	966	5,966	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		<b>10,178</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS: US 422 to North Gulph Road

Est Let Date: 1/15/2016

MUNICIPALITIES: Upper Merion Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 16

AQ Code:R3

DVRPC PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) 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).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 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) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	SXF		80										
ROW	581		22										
UTL	SXF			2,251									
UTL	581			563									
CON	TOLL												
CON	SXF					4,614							
CON	TOLL												
CON	NHPP						5,086						
		0	102	2,814	0	4,614	5,086	0	0	0	0	0	0
		Total FY2015-2018			2,916	Total FY2019-2022			9,700	Total FY2023-2026			0

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 70197** US 422, (New) Expressway Bridge Over Schuylkill River (SRB) SR:0422

**LIMITS:** Over Schuylkill River

Est Let Date: 1/8/2015

**MUNICIPALITIES:** Upper Merion Township; West Norriton Township

MRPID:96

**IMPROVEMENT:** Roadway New Capacity

**FC:** 12; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 9B

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (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) 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).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 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) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP		24,161										
CON	185		6,290										
CON	NHPP			34,161									
CON	185			8,290									
CON	NHPP				29,061								
CON	185				7,265								
CON	STU					8,400							
CON	STP					775							
CON	NHPP					20,086							
CON	185					7,315							

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

	0	30,451	42,451	36,326	36,576	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>			<b>109,228</b>		<b>Total FY2019-2022</b>	<b>36,576</b>			<b>Total FY2023-2026</b>		<b>0</b>	

**MPMS# 72355** Valley Green Road Bridge Over Wissahickon Creek SR:7046

**LIMITS:** Over Wissahickon Creek

Est Let Date: 1/15/2017

**MUNICIPALITIES:** Whitemarsh Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge is closed. The county will provide new pedestrian access on the bridge that would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP	93											
PE	STU	352											
PE	183	83											
PE	LOC	28											
FD	STP			470									
FD	183			88									
FD	LOC			29									
ROW	STP				37								
ROW	183				7								
ROW	LOC				2								
UTL	STP				28								
UTL	185				5								
UTL	LOC				2								
CON	STP					5,321							
CON	183					998							
CON	LOC					332							
		<b>556</b>	<b>0</b>	<b>587</b>	<b>81</b>	<b>6,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>1,224</b>		<b>Total FY2019-2022</b>		<b>6,651</b>		<b>Total FY2023-2026</b>		<b>0</b>	

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 74813** *Ambler Pedestrian Sidewalk Improvements*

**LIMITS:** Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 3/12/2015

**MUNICIPALITIES:** Ambler Borough

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 3

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14B

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	355												
		355	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			355	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 74815** *Upper Gwynedd Streetscape Improvements*

**LIMITS:** At West Point Avenue and Garfield Avenue

No Let Date

**MUNICIPALITIES:** Upper Gwynedd Township

**IMPROVEMENT:** Streetscape

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** DAVIES/LEF

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 8F

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 Avenue.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SXF	300												
CON	TOLL													
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			300	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 74817 PA 263, York Road Hatboro Revitalization (TE)**

**LIMITS:** Horsham Road to Summit Avenue

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Hatboro Borough

**IMPROVEMENT:** Streetscape

**FC:**

AQ Code:X12

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 12A, 14F

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.

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

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time and programmed in MPMS #72994 for this project.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been programmed for this project in MPMS #74817.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF	1,000												
		<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 74937 Whitemarsh Township Street Improvements (TE)**

**LIMITS:** Germantown Pike, Church Road to Joshua Road

Est Let Date: 7/16/2015

**MUNICIPALITIES:** Whitemarsh Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:** 14

AQ Code:S6

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 15B

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SXF		640											
		<b>0</b>	<b>640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>640</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 77211 PA 309 Connector - Phase 2

New-B

LIMITS: Franconia, Hatfield & Hilltown Twps.

No Let Date

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

MRPID:57

IMPROVEMENT: Roadway New Capacity

FC: 12; 14; 16

AQ Code:2035M

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

This project will provide for upgraded connection between PA 309 and the Pennsylvania Turnpike interchange at Lansdale. It involves new construction between Allentown Road and Godshall Road; reconstructed Township Line Road and a new partial interchange at PA 309.

Phase 1 is MPMS #16438.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	581							3,800						
ROW	NHPP										21,853			
ROW	581										5,832			
UTL	NHPP									2,688				
UTL	TOLL													
CON	NHPP											15,760		
CON	581											3,940		
CON	NHPP												15,760	
CON	581												3,940	
		0	0	0	0	0	0	3,800	0	2,688	27,685	19,700	19,700	
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>3,800</b>		<b>Total FY2023-2026</b>		<b>69,773</b>

MPMS# 78736 E King St O/Manatawney Cr (Bridge)

LIMITS: Pottstown Boro

No Let Date

MUNICIPALITIES: Pottstown Borough

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	112												
FD	185	28												
ROW	NHPP			115										
ROW	185			29										
CON	NHPP					421								
CON	185					105								
		140	144	0	0	526	0	0	0	0	0	0	0	
<b>Total FY2015-2018</b>		<b>284</b>				<b>Total FY2019-2022</b>				<b>526</b>		<b>Total FY2023-2026</b>		<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 79864** Lafayette Street, Barbados Street to Ford Street Widening (MGN)

**LIMITS:** Barbados Street to Ford Street

Est Let Date: 4/23/2015

**MUNICIPALITIES:** Norristown Borough

MRPID:55

**IMPROVEMENT:** Roadway New Capacity

FC: 9

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 4

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project (Section MGN) 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 Diamond Avenue. 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 as well as an all electronic interchange with the Pennsylvania Turnpike.

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.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU				12,056								
CON	LOC				3,014								
CON	STU					12,056							
CON	LOC					3,014							
		0	0	0	15,070	15,070	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>15,070</b>	<b>Total FY2019-2022</b>			<b>15,070</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

**MPMS# 80021** *US 202, Markley Street Improvements (Section 510)*

**LIMITS:** Main Street to Harding Boulevard

Est Let Date: 3/26/2015

**MUNICIPALITIES:** Norristown Borough

MRPID:21

**IMPROVEMENT:** Intersection/Interchange Improvements

FC:

AQ Code:S10

**DVRPC PLANNING AREA:** Developed Community

IPD: 5

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the 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 replacement of the box beam structure carrying the southbound lanes 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 will occur. 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).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU		9,616										
CON	581		2,404										
CON	STU			9,616									
CON	581			2,404									
		0	12,020	12,020	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		<b>24,040</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80052** *Fetters Mill Bridge Over Pennypack Circle*

**LIMITS:** Over Pennypack Circle

Est Let Date: 12/8/2016

**MUNICIPALITIES:** Bryn Athyn Borough; Lower Moreland Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12A

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP		318										
FD	183		60										
FD	LOC		20										
ROW	STP		96										
ROW	183		17										
ROW	LOC		7										
CON	STU			1,981									
CON	185			371									
CON	LOC			124									
		0	518	2,476	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		2,994				0				0			

**MPMS# 80053** *Knight Road Bridge Over Green Lane Reservoir*

**LIMITS:** Over Green Lane Reservoir

Est Let Date: 10/9/2014

**MUNICIPALITIES:** Upper Hanover Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 0

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STP	1,716											
CON	183	322											
CON	LOC	107											
		2,145	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		2,145				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 83643 Limekiln Pike (Bridge)/SEPTA RR

Return

LIMITS: Abington Township

No Let Date

MUNICIPALITIES: Abington Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: Gannett/VAG

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project includes the rehabilitation or replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185					88									
FD	185						615								
ROW	185							139							
UTL	185							697							
CON	185									3,943					
		0	0	0	0	88	615	836	0	3,943	0	0	0		
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				1,539	<b>Total FY2023-2026</b>			3,943

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS: Over Schuylkill River

Est Let Date: 4/5/2018

MUNICIPALITIES: Pottstown Borough; North Coventry Township

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA: Developed Community; Growing Suburb

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is closed. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP		774										
FD	183		145										
FD	LOC		48										
UTL	STP			45									
UTL	183			8									
UTL	LOC			3									
CON	STP					17,218							
CON	183					3,228							
CON	LOC					1,076							
		0	967	56	0	0	21,522	0	0	0	0	0	0
		Total FY2015-2018			1,023	Total FY2019-2022			21,522	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 84308 US 422 "S" Curve/Stowe Interchange

Return

LIMITS: Berks County Line to Schuylkill River

No Let Date

MUNICIPALITIES: West Pottsgrove Township

MRPID:135

IMPROVEMENT: Roadway Rehabilitation

FC: 12

AQ Code:S10

DVRPC PLANNING AREA: Developed Community

IPD: 2

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruction of 1.2 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" (high crash rate area) 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. 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 a culvert. PE is funded under MPMS 14698 and FD and ROW are funded under MPMS 66986. Also see MPMS #s 14698, 16738, 64220, 64222, and 66986. SAFETEA DEMO # 1202 \$1.2 MILLION.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	185						7,724							
CON	STU							8,107						
CON	581							2,027						
CON	STU								8,107					
CON	581								2,027					
CON	STU									8,107				
CON	581									2,027				
		0	0	0	0	0	7,724	10,134	10,134	10,134	0	0	0	
		Total FY2015-2018				0	Total FY2019-2022			27,992	Total FY2023-2026			10,134

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 86336** *Congo Road Bridge Replacement*

**LIMITS:** Congo Road over Middle Creek

No Let Date

**MUNICIPALITIES:** Douglass Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 19

AQ Code:S19

**DVRPC PLANNING AREA:** Rural Area

IPD: 1

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	BOF		87										
FD	185		350										
ROW	BOF				123								
ROW	185				30								
UTL	BOF				123								
UTL	185				30								
CON	BOF					955							
CON	185					239							
		0	437	0	306	1,194	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		743				1,194				0			

**MPMS# 86924** *PA 422, Resurfacing (PM2)*

**LIMITS:** Walnut Street to Pleasant Street

Est Let Date: 7/28/2016

**MUNICIPALITIES:** Limerick Township; Lower Pottsgrove Township

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 12

AQ Code:S10

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** TSS/H. Freed

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	NHPP			9,386									
CON	NHPP				9,386								
CON	TOLL												
		0	0	9,386	9,386	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		18,772				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 87097 Pottstown Borough Improvements (SRTSF) - Round 1

LIMITS: Vicinity of Pottstown's 5 elementary schools

Est Let Date: 7/16/2015

MUNICIPALITIES: Pottstown Borough

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

This project will include sidewalk rehabilitation, updated and new signage, and pavement markings.

The proposed improvements at each of the Borough's elementary schools aim to create a safe environment for children to walk and bike to school. The addition of crosswalks with diagonal markings will create more of an awareness for drivers and also provide the children with an identified area for safe crossings. The addition of stop bars to intersections will alert the drivers approaching intersection where they should be stopping thus creating a safer environment to cross. Improvements to the sidewalks on school property will eliminate any hazards that would hinder students walking to and from school. Upgrading all the signage along key walking/biking paths students take will rectify a very hazardous situation for students walking to and from school.

This project was awarded \$224,649 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP		275											
		0	275	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018		275		Total FY2019-2022			0			Total FY2023-2026		0



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 87099** *Upper Gwynedd Township Improvements (SRTSF) - Round 1*

**LIMITS:** Vicinity of St. Rose of Lima and

Est Let Date: 2/26/2015

**MUNICIPALITIES:** Upper Gwynedd Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 8F, 12B, 14C

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded \$1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; Installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TOLL												
CON	SRTSF	1,047											
		1,047	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		1,047		<b>Total FY2019-2022</b>			0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 87392**      **Lafayette Street Extension (MGL)**

**LIMITS:** Norristown Borough line to School Street

Est Let Date: 8/28/2014

**MUNICIPALITIES:** Plymouth Township

MRPID:55

**IMPROVEMENT:** Roadway New Capacity

**FC:** 9

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 1A, 8E, 9B

The project will improve the following roads: Ridge Pike from Norristown Borough line to School Street; and Diamond Avenue from Conshohocken Road to Ridge Pike.

More specifically, improvements along this corridor will be:

**Ridge Pike**

- Norristown boundary to Lucetta St: Restriped to 4 lanes
- Lucetta St. to Fairfield St: Widened to 4 lanes with an additional dedicated left turn lane in both directions
- Fairfield Rd. to School Ln: Widened to 5 lanes (2 lanes in each direction plus a center turn lane)

**Fairfield Rd**

- Widened for a dedicated left turn lane

**Diamond Ave**

- Converted to two-way traffic & widened to 2 lanes (1 in each direction) from extended new Lafayette St. to Ridge Pk
- Double left-turn lanes onto WB Ridge and a dedicated right-turn lane onto EB Ridge

**Lucetta St**

- Becomes one-way southbound (to Ridge Pk) from Haws Alley to Ridge

**Other**

- Conshohocken Rd. from Ridge Pk to Diamond Ave is abandoned (traffic now uses Diamond to access Ridge)
- Fairfield Rd and Diamond Ave. realigned for safety
- New signal at Fairfield & Diamond
- Existing signal at Ridge and Conshohocken remains as a local access light for a private driveway and Lucetta St
- Extended Lafayette St. doesn't tie into Diamond until the completion of Section MGL

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STU*	4,356											
CON	LOC	1,089											
CON	STU*		4,356										
CON	LOC		1,089										
		<b>5,445</b>	<b>5,445</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>10,890</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 92807 PA 23 - Skippack Pike Bridge Replacement**

**LIMITS:** over the Skippack Creek

No Let Date

**MUNICIPALITIES:** Skippack Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

**AQ Code:**S19

**DVRPC PLANNING AREA:** Growing Suburb

**IPD:** 0

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	424													
FD	185	106													
ROW	NHPP					210									
ROW	185					53									
UTL	NHPP					210									
UTL	185					53									
CON	NHPP						1,968								
CON	185						492								
		<b>530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>526</b>	<b>2,460</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>530</b>	<b>Total FY2019-2022</b>				<b>2,986</b>	<b>Total FY2023-2026</b>				<b>0</b>

**MPMS# 92839 Ridge Pike/two RR Bridges**

**LIMITS:** PA Turnpike to Carland Road

Est Let Date: 1/15/2015

**MUNICIPALITIES:** Plymouth Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

**AQ Code:**S19

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 1

**PROJECT MANAGER:** AECOM/C. Carmichael

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 1A, 9B

This project will replace and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between PA Turnpike and Carland Road. It also includes constructing a new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike. Both existing bridges over the railroad are structurally deficient. This is a companion project to MPMS #48175. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	STU				6,492										
CON	183				1,217										
CON	LOC				406										
CON	STU					6,492									
CON	183					1,217									
CON	LOC					406									
		<b>0</b>	<b>0</b>	<b>0</b>	<b>8,115</b>	<b>8,115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>8,115</b>	<b>Total FY2019-2022</b>				<b>8,115</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 96218** *Fayette Street Signal Interconnection Project*

**LIMITS:** Elm Street to 11th Avenue

No Let Date

**MUNICIPALITIES:** Conshohocken Borough

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 2B, 15B

An interconnected traffic signal system along Fayette Street from Elm Street to 11th Avenue will be installed. Intelligent Transportation System (ITS) equipment at 6 signalized intersections will be deployed, connected via an aerial fiber optic system, and allow PennDOT to connect with systems in West Conshohocken, Plymouth Township, and I-476. Signal equipment at 3 intersections (3rd, 9th, and 11th avenues) will be upgraded to comply with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and to ensure support of the ITS equipment and software. Advanced interconnected signal systems are expected to efficiently move traffic, and thereby reduce harmful emissions.

This project was awarded \$567,775 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	568												
CON	LOC	142												
		710	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			710	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 96220** *Lower Salford Signal Improvements*

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Lower Salford Township

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 0

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 11A

Signal improvements along Lower Salford Township's two main corridors, Main Street (S.R. 0063) and Harleysville Pike (S.R. 0113), will be installed.

This project was awarded \$731,000 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ	731												
CON	LOC	185												
		916	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			916	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 97993 Franconia Township Traffic Control (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: Franconia Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for design and installation of an adaptive traffic signal control system at Allentown Road (SR 1001) and Lower Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$35,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	35												
		35	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			35	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 97995 Lower Merion Township Signals (ARLE 3)

ARLE

**LIMITS:**

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to implement adaptive traffic signal equipment along St. Asaph's Road from Presidential Boulevard to Conshohocken State Road (5 intersections).

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$250,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	250												
		250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			250	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 97996 Upper Merion Township Signals (ARLE 3)

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Upper Merion Township

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:**

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to implement an adaptive traffic control system at two intersections along South Gulph Road at Crooked Lane and at Gypsy Lane.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$ 85,400

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	85												
		85	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			85	Total FY2019-2022				0	Total FY2023-2026			0

MPMS# 97998 Lansdale Borough Signal Upgrade (ARLE 3)

ARLE

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Lansdale Borough

**IMPROVEMENT:** Signal/ITS Improvements

FC:

AQ Code:NRS

**DVRPC PLANNING AREA:** Developed Community

IPD:

**PROJECT MANAGER:**

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12B, 14D

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used to modernize the existing Closed Loop Signal System with the replacement of the existing copper twisted pair cable with fiber optic interconnection at ten intersections: Main Street at Squirrel Lane, Main Street at Valley Forge Road, Main Street at Cannon Avenue, Main Street at Susquehanna Avenue (to be relocated to Wood Street), Main Street at Broad Street, Main Street at Line Street, Main Street at Church Road/Lansdale Avenue, Main Street and Greenwood Avenue/Shopping Center, Main Street at North Wale Road, and Broad Street at Vine Street/Railroad Avenue.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$216,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	216												
		216	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			216	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 98007**      *Upper Dublin Township Safety Improvements (ARLE 3)*

**ARLE**

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Upper Dublin Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will be used for pedestrian crossings, ADA ramps, and pedestrian signals with countdown timers, and pedestrian pushbuttons at the signalized intersection of Limekiln Pike (S.R. 0152) and Dillon Road/Meetinghouse Road.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

2012 ARLE Round 3 award: \$72,572

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	244	72												
		72	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			72	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 98225**      *Butler Pike over Prophecy Creek*

**LIMITS:** over Prophecy Creek

No Let Date

**MUNICIPALITIES:** Upper Dublin Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	183	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 98226** *Maple Avenue over Neshaminy Creek*

**LIMITS:** over Neshaminy Creek

No Let Date

**MUNICIPALITIES:** Hatfield Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb

IPD: 2

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14C

This project is a bridge rehabilitation/replacement of Maple Avenue over Neshaminy Creek in Hatfield Township, Montgomery County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

**MPMS# 98227** *Allendale Road over Abrams Creek*

**LIMITS:** over Abrams Creek

No Let Date

**MUNICIPALITIES:** Upper Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:** TSS/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This is a bridge rehabilitation/replacement of Allendale Road over Abrams Creek in Upper Merion Township, Montgomery County.

This is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 98228**      *Store Road over Skippack Creek*

**LIMITS:** over Skippack Creek No Let Date

**MUNICIPALITIES:** Lower Salford Township

**IMPROVEMENT:** Bridge Repair/Replacement **FC:** AQ Code:S19

**DVRPC PLANNING AREA:** Growing Suburb IPD: 0

**PROJECT MANAGER:** TSS/S. New **CMP:** Not SOV Capacity Adding

This is a bridge rehabilitation/replacement of Store Road over Skippack Creek in Lower Salford Township, Montgomery County.

This is a retro-reimbursement.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>0</b>				<b>0</b>				<b>0</b>			

**MPMS# 102273**      *Second Collegeville Bridge Crossing* **New**

**LIMITS:** PA 29 to Ridge/Germantown Pike No Let Date

**MUNICIPALITIES:** Collegeville Borough MRPID:160

**IMPROVEMENT:** Roadway New Capacity **FC:** AQ Code:2035M

**DVRPC PLANNING AREA:** Developed Community IPD: 0

**PROJECT MANAGER:** **CMP:** Minor SOV Capacity      CMP Subcorridor(s): 9A, 11A

Provide additional bridge over the Perkiomen Creek between Ridge Pike and Germantown Pike in Lower Providence to connect with PA 29 in Collegeville. Construct new connections and relocate intersections on both ends of the bridge. The new bridge and roadway improvements will improve operations and lessen congestion on the existing 1791 stone arch bridge, the second oldest in Pennsylvania.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	TOLL												
PE	STU					1,845							
FD	TOLL												
FD	STU								1,305				
ROW	TOLL												
ROW	STU									2,076			
UTL	TOLL												
UTL	STU									2,076			
CON	TOLL												
CON	BOF												3,714
CON	185												33,000
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>0</b>				<b>0 1,845 0 1,305</b>				<b>0 4,152 0 36,714</b>			
		<b>0</b>				<b>3,150</b>				<b>40,866</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 102298 Towamencin Township Signal System Modernization(ARLE 4)

ARLE

LIMITS:

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to replace the existing Econolite Aries system with a centralized Centracs system, upgraded controller timer units, and Ethernet switches along Sumneytown Pike, Valley Forge Road, Allentown Road, and Forty Foot Road in Towamencin Township, which will directly connect the township's system to PennDOT.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$180,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026												
CON	244	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2015-2018				0				Total FY2019-2022				0				Total FY2023-2026				0			

Total For Montgomery	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$61,370	\$84,949	\$117,531	\$99,207	\$363,057	\$377,759	\$326,730

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Montgomery

**MPMS# 90099** *I-76 o/ Righters Ferry Rd (Bridge)*

**LIMITS:** Montgomery County, West City Ave Interchange

No Let Date

**MUNICIPALITIES:** Lower Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11

**AQ Code:**S19

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 0

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Replace or rehabilitate structurally deficient superstructure on I-76 over Righters Ferry Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	464												
FD	185			836										
ROW	185			109										
UTL	185			109										
CON	185					5,871								
		464	0	1,054	0	0	5,871	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>1,518</b>		<b>Total FY2019-2022</b>			<b>5,871</b>		<b>Total FY2023-2026</b>		<b>0</b>

**MPMS# 90100** *I-76 o/ Waverly Road (Bridge)*

**LIMITS:** Montgomery County; 2mi West of Gladwyne

No Let Date

**MUNICIPALITIES:** Lower Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11

**AQ Code:**S19

**DVRPC PLANNING AREA:** Developed Community

**IPD:** 1

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Replace or rehabilitate structurally deficient superstructure on I-76 over Waverly Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	361												
FD	185			650										
ROW	185			109										
UTL	185			109										
CON	185					4,179								
		361	0	868	0	0	4,179	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>1,229</b>		<b>Total FY2019-2022</b>			<b>4,179</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 91571 I-76 o/ Mill Cr & Mill Rd (Bridge)

LIMITS: Lower Merion Township, Montgomery County

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Rehabilitate or replace structurally deficient bridge on Schuylkill Avenue over Mill Creek and Mill Creek Road in Lower Merion Township, Montgomery County.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	567												
FD	185			1,022										
ROW	185			109										
UTL	185			109										
CON	185					6,567								
		567	0	1,240	0	0	6,567	0	0	0	0	0	0	
		Total FY2015-2018			1,807	Total FY2019-2022			6,567	Total FY2023-2026				0

Total For Montgomery	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$1,392	\$0	\$3,162	\$0	\$4,554	\$16,617	\$0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17407 *Erie Ave o/ Conrail (Bridge)*

Return

LIMITS: over Conrail (near 5th street)

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Removal of state bridge over Conrail on Erie Avenue between North Third Street and North Lawrence Street in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	STP					191										
FD	185					48										
ROW	STU							963								
UTL	STP							51								
UTL	185							13								
CON	STP								2,610							
CON	185								652							
		0	0	0	0	239	0	1,027	3,262	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				4,528	Total FY2023-2026				0

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

LIMITS: over SEPTA Cynwyd Line

No Let Date

MUNICIPALITIES: Philadelphia City; Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Core City; Developed Community

IPD: 2

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail lin on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	NHPP	412														
PE	185	103														
FD	NHPP			450												
FD	185			113												
ROW	NHPP					48										
ROW	185					12										
UTL	NHPP					48										
UTL	185					12										
CON	NHPP						4,444									
CON	185						1,110									
		515	0	563	0	120	5,554	0	0	0	0	0	0			
		Total FY2015-2018				1,078	Total FY2019-2022				5,674	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 17581 *Bells Mill Road*

Return

LIMITS: Germantown Ave. to Stenton Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

DVRPC PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A, 15B

This road restoration project involves drainage improvements, minor lane 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)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	STP										277				
PE	LOC										69				
FD	STP											171			
FD	LOC											43			
ROW	STU												249		
ROW	LOC												62		
UTL	STU												62		
UTL	LOC												16		
CON	STU												4,113		
CON	LOC												1,028		
		0	0	0	0	0	0	0	0	0	346	214	5,530		
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026			6,090

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17622 Adams Avenue Bridge Over Tacony Creek SR:1002**

**LIMITS:** Over Tacony Creek

Est Let Date: 10/22/2015

**MUNICIPALITIES:** Philadelphia City; Near Northeast Philadelphia

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** EE/J. Detora

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project involves rehabilitating or replacing the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	565											
FD	185	141											
ROW	NHPP		296										
ROW	185		148										
UTL	NHPP		296										
CON	NHPP					3,121							
CON	185					780							
		<b>706</b>	<b>740</b>	<b>0</b>	<b>0</b>	<b>3,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>1,446</b>		<b>Total FY2019-2022</b>		<b>3,901</b>		<b>Total FY2023-2026</b>		<b>0</b>	

**MPMS# 17697 Island Avenue Signal Upgrade SR:3013**

**LIMITS:** Woodland Avenue to Bartram Avenue

Est Let Date: 7/15/2016

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 14

AQ Code:NRS

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	CAQ	170											
FD	LOC	42											
CON	CAQ			8,104									
CON	LOC			2,026									
		<b>212</b>	<b>0</b>	<b>10,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>10,342</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

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

LIMITS: Betsy Ross Bridge to Torresdale Ave.

No Let Date

MUNICIPALITIES: Near Northeast Philadelphia

MRPID:68

IMPROVEMENT: Intersection/Interchange Improvements

FC: 16

AQ Code:2025M

DVRPC PLANNING AREA:

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

Construct an extension of Adams Ave. east of Tacony St. to connect to ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project and provide a connection between Torresdale Ave. (east of Frankford Ave.) and I-95.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU	127											
FD	581	32											
ROW	581	2,122											
UTL	STU			1,801									
UTL	581			450									
CON	STU					7,642							
CON	581					1,910							
CON	STU						7,642						
CON	581						1,910						
		2,281	0	2,251	0	9,552	9,552	0	0	0	0	0	0
		Total FY2015-2018		4,532		Total FY2019-2022			19,104	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17816 Chestnut Street Bridges (4) at 30th Street SR:0003

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

Est Let Date: 11/5/2015

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

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

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

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

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

The Chestnut Street Bridge over 24th Street is a three span brick arch with a main span over 24th Street and smaller arches over existing sidewalks. Sidewalks on the bridge were added at a later date and are supported by steel framing.

The Chestnut Street Bridge over Amtrak/I-76/30th Street is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Construction of this component will be included in MPMS #64844.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	5,135											
FD	185	1,284											
ROW	NHPP		962										
ROW	185		240										
UTL	NHPP		2,885										
UTL	185		721										
CON	NHPP				10,302								
CON	185				2,576								
CON	NHPP					10,302							
CON	185					2,575							
CON	NHPP						30,302						
CON	185						7,576						
CON	NHPP							10,302					
CON	185							2,575					
		<b>6,419</b>	<b>4,808</b>	<b>0</b>	<b>12,878</b>	<b>12,877</b>	<b>37,878</b>	<b>12,877</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>24,105</b>		<b>Total FY2019-2022</b>		<b>63,632</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17821** *I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095*

**LIMITS:** Shackamaxon Street to Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14; 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	16,000											
FD	581	4,000											
FD	NHPP		16,000										
FD	581		4,000										
UTL	NHPP	2,000											
UTL	581	500											
UTL	NHPP		2,000										
UTL	581		500										
UTL	NHPP			2,000									
UTL	581			500									
UTL	NHPP				2,000								
UTL	581				500								
		<b>22,500</b>	<b>22,500</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>50,000</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 46956**      **North Delaware Avenue Extension SR:0000**

**LIMITS:** Lewis Street to Buckius Street

Actl Let Date: 11/7/2013

**MUNICIPALITIES:** Philadelphia City

MRPID:66

**IMPROVEMENT:** Roadway New Capacity

**FC:** 16

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

Other recreational facilities associated with this project includes a \$15 million North Delaware River Greenway trail, sponsored by the Delaware River City Corporation. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time:

- The Bridesburg Section 1 (MPMS #79830 ) from Lewis St. and Delaware Ave. to Carver St.
- The Wissinoming / Tacony Section 2 (MPMS #61712) from Old Frankford Creek to Princeton Ave. (Tacony Boat Ramp) along the center line of the former Kensington and Tacony Rail line.
- The Holmesburg Section 3 (MPMS #79832) from Princeton Ave. to Pleasant Hill Park (Linden Ave. Boat Ramp) along the river's edge crossing Pennypack Creek.
- The Torresdale Section 4 (MPMS #79833) from Linden Ave. to Grant Ave. on State Rd.

MPMS#90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding. Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU	424												
FD	LOC	106												
ROW	STU		874											
ROW	LOC		219											
		<b>530</b>	<b>1,093</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,623</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS: 26th Street, Penrose Avenue to Broad Street

Est Let Date: 9/15/2015

MUNICIPALITIES: Philadelphia City

MRPID:67

IMPROVEMENT: Roadway Rehabilitation

FC: 16

AQ Code:S10

DVRPC PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

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

TEA 21 Earmark - ID# 0122 - (\$1,537,648) and TEA 21 Earmark - ID# 1723 - (\$2,050,199) are under PA ID# 086. Balance available: \$2,930,847

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	SXF	552												
FD	LOC	138												
ROW	SXF		21											
ROW	LOC		5											
UTL	SXF		21											
UTL	LOC		5											
CON	SXF				2,337									
CON	LOC				584									
CON	STP					1,807								
CON	LOC					452								
CON	STU						4,896							
CON	LOC						1,224							
CON	STP							3,719						
CON	LOC							930						
		690	52	0	2,921	2,259	6,120	4,649	0	0	0	0	0	
		Total FY2015-2018			3,663	Total FY2019-2022			13,028	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 48193**      **Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003**

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

Est Let Date: 6/15/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** TSS/D. Barr

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G

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

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

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581		5,464											
		0	5,464	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			5,464	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

**MPMS# 48195**      **Tyson Avenue Signal Improvement**

**LIMITS:** Rising Sun Avenue to Torresdale Avenue

Est Let Date: 11/15/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B, 5G

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU		2,360											
CON	CAQ		4,196											
CON	LOC		1,639											
		0	8,195	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			8,195	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Over Amtrak's Harrisburg Line

Est Let Date: 3/12/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7A

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

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	581	12,930														
CON	179	786														
CON	581		2,000													
		<b>13,716</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2015-2018</b>			<b>15,716</b>				<b>Total FY2019-2022</b>				<b>0</b>			
					<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>			
									<b>0</b>				<b>0</b>			

**MPMS# 57276**      **Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301**

**LIMITS:** Over Amtrak at 30th Street

Est Let Date: 2/15/2016

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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

The existing bridge was built in 1913 , has a Sufficiency Rating of 31.7 and is posted for a weight limit of 10 Tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	581	424														
UTL	STP	849														
UTL	179	53														
UTL	183	159														
CON	TOLL															
CON	STP		4,808													
CON	183		902													
CON	179		300													
CON	581			6,010												
		<b>1,485</b>	<b>6,010</b>	<b>6,010</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2015-2018</b>			<b>13,505</b>				<b>Total FY2019-2022</b>				<b>0</b>			
					<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>			
									<b>0</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 57897** *Haverford Avenue Signal Modernization*

**LIMITS:** 40th Street to City Avenue

Est Let Date: 5/8/2014

**MUNICIPALITIES:** West Philadelphia

**IMPROVEMENT:** Signal/ITS Improvements

**FC:** 16

AQ Code:2025M

**DVRPC PLANNING AREA:**

IPD: 5

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ*	6,000												
		<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>6,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 57901** *Lincoln Drive (3R)*

**LIMITS:** Ridge Avenue to Wayne Avenue

Est Let Date: 4/15/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 14; 16

AQ Code:S10

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	6,887												
CON	LOC	1,722												
		<b>8,609</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>8,609</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 57902 City Wide 3R Betterments

LIMITS: City-wide

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Bike lanes will be included as the road widths allow.

See MPMS#91837 for CW103B package.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	STP	600											
PE	LOC	150											
PE	STP		200										
PE	LOC		50										
FD	STP		600										
FD	LOC		150										
FD	STP			200									
FD	LOC			50									
CON	STU			4,000									
CON	STP			9,200									
CON	LOC			3,300									
CON	STP				2,000								
CON	LOC				500								
CON	STU					11,200							
CON	LOC					2,800							
		750	1,000	16,750	2,500	0	14,000	0	0	0	0	0	0
		Total FY2015-2018		21,000		Total FY2019-2022			14,000	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 61712**      *North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item*

**LIMITS:** North Delaware Riverfront

Est Let Date: 5/21/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

The Delaware River City Corporation is the sponsor of a multi-use trail (aka "North Delaware River Greenway and Trail, North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting of 4 main sections, the overall trail is approximately 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, to be broken out to separate MPMS#'s at the appropriate time.

MPMS #79830 - The Bridesburg Section is approximately 2 miles long, begins at Lewis Street and Delaware Avenue and runs north along the rivers edge crossing both the New and Old Frankford Creeks, to Carver Street (Arsenal Boat Ramp). A portion of this trail section will be constructed when Delaware Avenue is extended from Lewis Street to Orthodox Street.

MPMS #61712 - The Wissinoming / Tacony Section is approximately 2 miles long, begins at the Old Frankford Creek and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park to Princeton Avenue (Tacony Boat Ramp). This section includes a connection to Tacony Street at the Arsenal Boat Ramp.

MPMS #79832 - The Holmesburg Section is approximately 4 miles long, begins at Princeton Avenue and runs north along the river's edge crossing Pennypack Creek. This trail section will pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). The section between Rhawn Street and Pennypack Creek is completed.

MPMS #79833 - The Torresdale Section would be approximately 1 mile long. The course of the trail is to be determined. As a short term measure bike lanes will be painted on State Road from Linden Avenue to Grant Avenue.

Funding made available for the 4 sections: CON \$500,000 TE W/TOLL CREDIT from 2000 TE Selection Round, funds drawn from MPMS #64984, SECTION 115 - \$750,000 SAFETEA DEMO #363, PA ID# 671 - \$500,000 SAFETEA DEMO #4805, PA ID# 615 - \$3 MILLION SAFETEA DEMO #2649, PA ID# 464 - \$8 MILLION.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	SXF	75												
CON	TOLL													
CON	SXF	4,000												
CON	SXF		4,000											
CON	TOLL													
CON	SXF			3,431										
CON	TOLL													
CON	CAQ				1,000									
CON	TOLL													
		<b>4,075</b>	<b>4,000</b>	<b>3,431</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>12,506</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

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

LIMITS: Over Schuylkill River

Est Let Date: 2/26/2015

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	424												
UTL	185	106												
CON	NHPP	6,666												
CON	185	1,667												
CON	NHPP		6,666											
CON	185		1,667											
CON	NHPP			6,666										
CON	STU			1,000										
CON	185			1,667										
CON	NHPP				1,000									
		<b>8,863</b>	<b>8,333</b>	<b>9,333</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>27,529</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 68067** *Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)*

**LIMITS:** South Street Bridge/Boardwalk to Locust Street

Actl Let Date: 11/10/2011

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Core City

IPD: 2

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ*	2,500												
		<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>2,500</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69828**      **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

**LIMITS:** Over Schuylkill River and CSX Railroad

Est Let Date: 4/15/2016

**MUNICIPALITIES:** West Philadelphia; Center City Philadelphia

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 3

**PROJECT MANAGER:** AECOM/D. Didier

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 7A, 10A

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

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

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

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP	3,268											
FD	185	817											
CON	581			9,768									
CON	581				14,094								
CON	581					15,756							
		<b>4,085</b>	<b>0</b>	<b>9,768</b>	<b>14,094</b>	<b>15,756</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>			<b>27,947</b>	<b>Total FY2019-2022</b>			<b>15,756</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

LIMITS: Over Wooden Bridge Run

Est Let Date: 7/16/2015

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 17

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: EE/J. Detora

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	185	700											
ROW	185	292											
UTL	185	292											
CON	185		3,005										
		1,284	3,005	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		4,289		Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69913**      **Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

**LIMITS:** Over Schuylkill River

Est Let Date: 11/5/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 16

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 0

**PROJECT MANAGER:** AECOM/C. Suhoskey

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A

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

The purpose of this project is to extend the service life of the bridge. The existing bridge's pier caps are missing welds and members and have minor section loss. The 3-span, 155'-long and 80'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls. The bridge was built in 1976.

This project involves rehabilitating the pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks. The project may also require minor deck repairs due to the spalling. This bridge has bike lanes. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	185	265											
UTL	185		656										
CON	581				7,883								
CON	581					384							
CON	185					7,499							
		265	656	0	7,883	7,883	0	0	0	0	0	0	0
		Total FY2015-2018			8,804	Total FY2019-2022			7,883	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 69914 *Fifth Street over Conrail (Bridge)*

Return

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 16

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

Bridge removal of state bridge over Conrail on Fifth Street between West Bristol Street and Hunting Park Avenue in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
FD	185					239															
ROW	185						935														
UTL	185						61														
CON	STP							2,027													
CON	185							507													
		0	0	0	0	239	996	2,534	0	0	0	0	0								
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>3,769</b>				<b>Total FY2023-2026</b>				<b>0</b>			

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

LIMITS: Spring Garden Street to Market Street

Est Let Date: 2/27/2014

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD: 2

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 10A

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

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026								
CON	TOLL																				
CON	CAQ*	3,000																			
CON	TOLL																				
CON	CAQ*		3,000																		
		3,000	3,000	0	0	0	0	0	0	0	0	0	0								
<b>Total FY2015-2018</b>		<b>6,000</b>				<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 70231 *Swanson Street*

Return

LIMITS: Delaware Avenue to Oregon Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

DVRPC PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	STU						11									
PE	STP						533									
PE	LOC						137									
FD	STU							454								
FD	LOC							114								
ROW	STU								3,914							
ROW	LOC								783							
CON	LOC								1,827							
CON	581									7,752						
		0	0	0	0	0	681	568	6,524	0	7,752	0	0			
		Total FY2015-2018				0	Total FY2019-2022				7,773	Total FY2023-2026				7,752

MPMS# 70243 *American Street Streetscape*

LIMITS: Girard Avenue to Indiana Avenue

Est Let Date: 3/15/2016

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Streetscape

FC:

AQ Code:X9

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

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

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	STU	240														
PE	LOC	60														
FD	STU		93													
FD	LOC		23													
CON	STU			3,602												
CON	LOC			900												
CON	STU				3,602											
CON	LOC				900											
		300	116	4,502	4,502	0	0	0	0	0	0	0	0			
		Total FY2015-2018				9,420	Total FY2019-2022				0	Total FY2023-2026				0



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 72597** *Ben Franklin Bridge Philadelphia Operational Improvement*

**LIMITS:** Vine Street, Benjamin Franklin Bridge to 9th Stree

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:R3

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/M. Girman

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 3A, 10A, 15A

This project will improve traffic operations on the eastbound approach to the Benjamin Franklin Bridge by realigning the Fifth Street approach and installing new traffic signal equipment, signage, and intelligent transportation systems (ITS).

Currently eastbound vehicles approach the Bridge from I-676 (Vine Street Expressway), Sixth Street, Race Street, and Fifth Street. Drivers must execute a series of turn and merge maneuvers within a short distance. The existing geometry and lane configuration on these approaches reduces operating speeds and creates vehicular conflicts. The proposed improvements would provide motorists positive guidance for merging, advanced warning of lane drops and advanced guidance for lane selection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	STU	400												
CON	TOLL													
CON	STU				3,350									
		<b>400</b>	<b>0</b>	<b>0</b>	<b>3,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,750</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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

**LIMITS:** City-wide

Est Let Date: 3/12/2015

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:S6

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** TWB/V. Fleysh

**CMP:** Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SXF	2,560												
CON	LOC	679												
		<b>3,239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,239</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 74841 PRPA Access Project

LIMITS: South Philadelphia Port

Est Let Date: 4/15/2016

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: Gannett/S. New

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 4B, 4C

This project will enhance intermodal connectivity and traffic flow in the South Philadelphia port complex area, including the existing Piers 96/98/100 near Oregon Avenue, the Packer Avenue Marine Terminal, and the proposed Southport complex at the east end of the Navy Yard.

Improvements will focus on the Delaware Avenue east side service road south of Oregon Avenue, also locally known as "Old Delaware Avenue". To provide capacity for the existing and anticipated levels of traffic, this roadway will have pavement markings (striping) applied to provide two lanes directional from Oregon Avenue through to the dead end south of the Marine Terminal south gate (where the access roadway to the Southport complex will connect). Additional parking for employees will be provided in shoulder areas of the roadway between Oregon Avenue and former Packer Avenue and adjacent to the Marine Terminal south of former Packer Avenue within the existing roadway right-of-way.

A truck queuing area is proposed to utilize the existing drainage right-of-way on line of former Packer Avenue east of Old Delaware Avenue adjacent to the north edge of the Marine Terminal property. This would be paved, with spaces for approximately 30 trucks to be provided for a queuing area that would allow trucks waiting to enter the Marine Terminal to marshal and queue instead of doing so on the public street (usually Old Delaware Avenue). This would reduce traffic congestion on Old Delaware Avenue as well.

This work will be coordinated with the proposed traffic signal at the Columbus Boulevard/Delaware Avenue/former Packer Avenue intersection, which will go to construction under a separate effort.

The resurfacing of the entire segment of Old Delaware Avenue south of Oregon Avenue will be included in the project as the budget permits. Unused rail sidings will be removed in the segment between Oregon Avenue and former Packer Avenue if the sidings are abandoned.

This project is funded by two SAFETEA-LU Earmarks:

\$2,400,000 (PA ID# 314/FED ID# 02052)

\$500,000 (PA ID# 601/FED ID# 47912)

\$400,000 (PA ID# 643/FED ID# 48332)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	SXF	40											
ROW	LOC	11											
UTL	SXF	40											
UTL	LOC	11											
CON	SXF		3,494										
CON	LOC		955										
		102	4,449	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		4,551		Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 75804**      *University Av/CSX Rail (Bridge)*

**Return**

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 2

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185					179							
FD	185						750						
ROW	185							76					
UTL	185							151					
CON	185								9,348				
		0	0	0	0	179	750	227	9,348	0	0	0	0
<b>Total FY2015-2018</b>		0				<b>Total FY2019-2022</b>				10,504			
										<b>Total FY2023-2026</b>			
										0			

**MPMS# 76870**      *Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301*

**LIMITS:** Over SEPTA R8 Rail Line

Est Let Date: 7/17/2014

**MUNICIPALITIES:** Germantown-Chestnut Hill

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 2

**PROJECT MANAGER:** TSS/GANNETT/S. New

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforces concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	BOF	247											
UTL	179	62											
CON	STU	4,244											
CON	183	796											
CON	179	265											
		5,614	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		5,614				<b>Total FY2019-2022</b>				0			
										<b>Total FY2023-2026</b>			
										0			

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Over 21st Street/22nd Street/23rd Street

Est Let Date: 12/4/2014

**MUNICIPALITIES:**

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 4

**PROJECT MANAGER:** AECOM/C. Suhoskey

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A

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

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581		13,659										
		0	13,659	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		<b>13,659</b>		<b>Total FY2019-2022</b>				<b>0</b>			
										<b>Total FY2023-2026</b>			
										<b>0</b>			

**MPMS# 78764** *W Girard Ave O/CSX (Bridge)*

**LIMITS:** City of Philadelphia

Est Let Date: 7/27/2017

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** TSS/S. Hasan

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STU		36										
FD	185		9										
ROW	BOF		36										
ROW	185		9										
CON	BOF				771								
CON	185				193								
		0	90	0	964	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		<b>1,054</b>		<b>Total FY2019-2022</b>				<b>0</b>			
										<b>Total FY2023-2026</b>			
										<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 79686 I-95, Columbia Street to Ann Street (GR1)

LIMITS: Columbia Street to Ann Street

Actl Let Date: 7/28/2011

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	TOLL												
ROW	NHPP	2,500											
CON	NHPP		2,666										
CON	581		667										
CON	NHPP			2,666									
CON	581			667									
CON	NHPP				2,667								
CON	581				667								
CON	NHPP								10,438				
CON	581								2,610				
		2,500	3,333	3,333	3,334	0	0	0	13,048	0	0	0	0
		Total FY2015-2018			12,500	Total FY2019-2022			13,048	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 80054** *Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3*

**LIMITS:** Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon

Est Let Date: 12/4/2014

**MUNICIPALITIES:**

MRPID:104

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11; 14

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 4

**PROJECT MANAGER:** AECOM/C. Suhoskey

**CMP:** Not SOV Capacity Adding

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

This project includes 20th street, Ben Franklin Parkway, Free Library, 19th Street, Family Court and Logan Square, MPMS# 79743- 20th and parkway and MPMS# 85059 - Shakespear Park

This project involves rehabilitating or replacing two superstructures over I-676 in the City of Philadelphia and is the first phase of the three Vine Street Bridge contracts to advance to construction. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and the intersection realignment of 20th and Winter Street. Part three of a three part breakout of MPMS# 80054. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge will have funding contributions from MPMS# 79473 and 85059 respectively.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases MPMS# 88767, 88768, and 80054. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$215 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to new MPMS# 90096 and MPMS# 90096.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
FD	NHPP	1,182													
FD	183	295													
UTL	NHPP	2,122													
CON	NHPP	17,200													
CON	183	4,300													
CON	NHPP		21,200												
CON	183		5,300												
CON	NHPP			19,200											
CON	183			4,800											
CON	NHPP				19,200										
CON	183				4,800										
		<b>25,099</b>	<b>26,500</b>	<b>24,000</b>	<b>24,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2015-2018</b>			<b>99,599</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 14

AQ Code:S6

**DVRPC PLANNING AREA:** Core City

IPD: 1

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline ruble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut lane and Hunting Park Ave will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia. Construction (\$2,000,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	TOLL												
FD	HSIP	1,273											
CON	TOLL												
CON	HSIP												
		1,273	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				
		1,273			0				0				

**MPMS# 81292**     *Frankford Av/Frankford Ck (Bridge)*

Return

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 16

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 5

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185					191								
FD	185						507							
ROW	185							76						
UTL	185							76						
CON	185								623					
		0	0	0	0	191	507	152	623	0	0	0	0	
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				
		0				1,473				0				

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 83736 *Roosevelt Blvd over Wayne Junction (WAV)*

LIMITS: Over Wayne Junction

Est Let Date: 3/8/2018

MUNICIPALITIES: Philadelphia City

MRPID:137

IMPROVEMENT: Bridge Repair/Replacement

FC: 12

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 6

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Construction of this project is estimated at \$60,000,000 - \$70,000,000.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	NHPP	170											
PE	185	42											
FD	581	3,183											
ROW	NHPP		481										
ROW	185		120										
UTL	NHPP			990									
UTL	185			248									
CON	NHPP					16,717							
CON	185					4,179							
CON	NHPP						16,717						
CON	185						4,179						
CON	NHPP							16,717					
CON	185							4,179					
CON	STP								2,000				
CON	NHPP								14,717				
CON	185								4,179				
		3,395	601	1,238	0	20,896	20,896	20,896	20,896	0	0	0	0
		Total FY2015-2018		5,234		Total FY2019-2022		83,584		Total FY2023-2026		0	



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 85415** *Olney Ave Safety Improvements*

**LIMITS:** No Let Date

**MUNICIPALITIES:**

**IMPROVEMENT:** Intersection/Interchange Improvements **FC:** 14 **AQ Code:**S6

**DVRPC PLANNING AREA:** IPD: 6

**PROJECT MANAGER:** Gannett/B. Masi **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 5G, 14A

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia. Construction (\$3,670,000 estimate) will be drawn from MPMS#57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	TOLL													
PE	HSIP	231												
CON	HSIP													
		231	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			231	Total FY2019-2022				0	Total FY2023-2026			0

**MPMS# 85417** *Allegheny Avenue Safety Improvements*

**LIMITS:** Ridge Ave to Aramingo Ave **Est Let Date:** 1/16/2017

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Intersection/Interchange Improvements **FC:** 16 **AQ Code:**A2

**DVRPC PLANNING AREA:** Core City **IPD:** 6

**PROJECT MANAGER:** Gannett/B. Masi **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 4B, 14A, 15A

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	TOLL													
FD	HSIP	955												
CON	HSIP													
		955	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			955	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 85419** *Erie Av: Broad St. - K St*

**LIMITS:** Erie Av: Broad St - K St

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 14

AQ Code:S6

**DVRPC PLANNING AREA:** Core City

IPD: 6

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. Construction (\$2,721,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	TOLL													
UTL	HSIP	504												
CON	HSIP													
		504	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			504	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

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

**LIMITS:** Vicinity of Philadelphia District Schools

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:** Not SOV Capacity Adding

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

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

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

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	SRTSF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			1,000	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS: Byberry Road over CSX Rail Line

Est Let Date: 7/15/2016

MUNICIPALITIES:

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA:

IPD: 2

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP	2,037											
FD	581	509											
ROW	STP		87										
ROW	581		22										
UTL	581			900									
CON	STP				3,204								
CON	581				801								
CON	STP					5,142							
CON	581					1,286							
		2,546	109	900	4,005	6,428	0	0	0	0	0	0	0
		Total FY2015-2018			7,560	Total FY2019-2022			6,428	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 88767** *Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1*

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

Est Let Date: 6/15/2015

**MUNICIPALITIES:** Philadelphia City

MRPID:138

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/C. Suhoskey

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A

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

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases MPMS# 88767, 88768, and 80054. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$215 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to new MPMS# 90096 and MPMS# 90096.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	STU	354											
ROW	183	67											
ROW	179	22											
UTL	STU	710											
UTL	179	45											
UTL	183	133											
CON	STU		8,158										
CON	179		510										
CON	183		1,530										
CON	BOF			1,138									
CON	STU			4,624									
CON	183			1,080									
CON	179			360									
CON	STU				8,505								
CON	BOF				2,049								
CON	179				660								
CON	183				1,978								
		<b>1,331</b>	<b>10,198</b>	<b>7,202</b>	<b>13,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>31,923</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 90096 *Spring Garden O/Schuylkill (Bridge)*

LIMITS: City of Philadelphia, Spring Garden Street over Schuylkill River

Est Let Date: 4/10/2014

MUNICIPALITIES:

MRPID:138

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA:

IPD: 3

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

This project involves the rehabilitating or replacing the bridge carrying Spring Garden Street over the Schuylkill River in the City of Philadelphia. The work will be completed to accommodate the detour route needed for the replacement of the bridge superstructures over the I-676 Vine Street Expressway being completed under projects 88767, 88768, and 80054. The project will be constructed concurrently with 90097, Spring Garden Street over I-76, the Schuylkill Expressway.

SD bridge breakout project from MPMS #88706. Related to Vine St.  
Spring Garden Street over Schuylkill River  
City of Philadelphia Spring Garden Street over Schuylkill River Bridge Rehabilitation

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP	40												
UTL	185	10												
		50	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			50	Total FY2019-2022				0	Total FY2023-2026			0

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 90482**      *North Delaware Riverfront Greenway (TIGER)*

**LIMITS:** Allegheny Avenue to Lewis Street near Betsy Ross Bridge

Actl Let Date: 7/12/2012

**MUNICIPALITIES:**

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:**

IPD: 3

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

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

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

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

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #90482 and 46956).
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston (MPMS #61712).
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832).
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave. (MPMS #79833).

Funding made available for the 4 sections:

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

Section 115 - \$750,000

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

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

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

TIGER FUNDING – \$1.76 Million for Section 1 only (MPMS# 90482) This funding has already been obligated.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	CAQ*	500													
CON	TOLL														
		500	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			500	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**LIMITS:** I-76, I-95, and I-676 in Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:S7

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** Gannett/V. Genua

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3A, 4B, 4C

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP	2,334												
		<b>2,334</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>2,334</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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

**LIMITS:** from Schuylkill River Park to South Street Bridge

Actl Let Date: 11/10/2011

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Core City

IPD: 2

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3A, 10A

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	CAQ*		1,000											
		<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 91837 City Wide Resurfacing (# 103B)

LIMITS: City of Philadelphia

Est Let Date: 4/10/2014

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

Potential candidates for this resurfacing package include:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- Rising Sun Avenue, 2nd St to Roosevelt Blvd
- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

The following streets have been removed from this package:

- Chestnut Hill Avenue: Seminole Street to Bethlehem Pike
- Seminole Street: Chestnut Hill Avenue to St. Martin's Lane
- St. Martin's Lane: Highland Avenue to Mermaid Lane
- Mermaid Lane: St Martin's Lane to McCallum Street
- McCallum Street: Mermaid Lane to Allens Lane
- St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	STP*	5,304												
		<b>5,304</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>5,304</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Over Wissahickon Creek

Est Let Date: 9/25/2014

**MUNICIPALITIES:**

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 14

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 1

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project involves rehabilitating or replacing the bridge to prevent accelerated deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	TOLL													
CON	NHPP*	5,000												
		<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>5,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 92554** *Ridge Ave Over Amtrak (Bridge)*

**LIMITS:**

No Let Date

**MUNICIPALITIES:**

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 17

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD: 5

**PROJECT MANAGER:** EE/J. Arena

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street; ) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	STU		656											
FD	185		164											
ROW	STU					210								
ROW	185					53								
UTL	185						430							
CON	STU							3,243						
CON	185							811						
		<b>0</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>430</b>	<b>4,054</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>820</b>	<b>Total FY2019-2022</b>				<b>4,747</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

Return

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC: 14

AQ Code:S19

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	185				232								
FD	STU					507							
FD	185					127							
ROW	STU						10						
ROW	185						3						
UTL	STU						104						
UTL	185						26						
CON	STP							6,451					
CON	185							1,613					
		0	0	0	232	634	143	8,064	0	0	0	0	0
		Total FY2015-2018			232	Total FY2019-2022			8,841	Total FY2023-2026			0

MPMS# 96109 *City ADA Ramps Project*

Est Let Date: 8/15/2015

LIMITS:

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

This project will include the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to: 1) South Street Bridge(MPMS# 17724), 2) CW 101 Resurfacing(MPMS# 72446), and 3) CW 103 Resurfacing(MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	STP	467											
FD	LOC	117											
CON	STP		1,171										
CON	LOC		293										
CON	STP			3,200									
CON	LOC			800									
		584	1,464	4,000	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			6,048	Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 96213 *Manayunk Bridge Trail*

**LIMITS:**

Est Let Date: 1/16/2014

**MUNICIPALITIES:** Philadelphia City; Lower Merion Township

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:** Core City; Developed Community

IPD: 1

**PROJECT MANAGER:** EE/DVRPC/R. Gallagher

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

The project will repurpose the existing but unused rail infrastructure into a bicycle and pedestrian connection between Lower Merion, Cywyd Trail, and Manayunk. It will provide direct access to the Ivy Ridge and Cynwyd stations, as well as improved access to the Manayunk Station and the Wissahickion Transit Center. The \$204,246 CMAQ funds from DVRPC's 2012 Competitive CMAQ Program (awarded on October 25, 2012) will be made available to the project to fund a project shortfall if DCNR or Lower Merion Township funding does not come through.

Companion project with MPMS# 92413.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ*	500												
CON	TOLL													
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			500	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96223 Philadelphia Signal Retiming- CMAQ Comp

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements FC: AQ Code:NRS

DVRPC PLANNING AREA: Core City IPD:

PROJECT MANAGER: HNTB/N. Velaga CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has advanced the retiming of 19 corridors total with local and state funding, with a further 8-9 currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently identified to be advanced as part of this project:

- 2nd: Duncannon - 66th, Girard - Allegheny
- 33rd: Lehigh - Oxford, Powleton - Haverford
- 34th: Powleton - Mantua
- 54th/Jefferson: Overbrook - 53rd
- 57th: Landesdown - Baltimore
- Castor: Comley - St. Vincent
- Essington: 67th - Bartram
- Frankford: Girard - Torresdale
- Johnston: Chew - Lincoln
- Kelly: Calumet - Hunting Park
- Lancaster: 52nd - 36th
- Lansdown: 63rd - 52nd
- Levick/Robbins: State - City Limit
- Monument: Ford - Target
- Oxford: Frankford - Sanger
- Rhawn: Verree - Frankford
- Ridge: Ferry - Main
- Rising Sun: Duncannon - Devereaux
- Spring Garden: 33rd - 31st
- Summerdale: Pratt - Oxford
- Synder: Front - 25th
- Whitaker: Erie - Garland

DVRPC Competitive CMAQ Awarded Project FY 2011-2012  
 CMAQ award \$1,000,000  
 Matching funds \$1,000,000

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	1,000											
CON	LOC	1,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018		2,000		Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98229      59th Street over AMTRAK

**LIMITS:** No Let Date  
**MUNICIPALITIES:** Philadelphia City  
**IMPROVEMENT:** Bridge Repair/Replacement      **FC:**      **AQ Code:**S19  
**DVRPC PLANNING AREA:** Core City      **IPD:** 4  
**PROJECT MANAGER:** TSS/S. New      **CMP:** Not SOV Capacity Adding      **CMP Subcorridor(s):** 7A

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelphia.  
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.  
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>0</b>			

MPMS# 98230      Tabor Road over Tacony Creek

**LIMITS:** No Let Date  
**MUNICIPALITIES:** Philadelphia City  
**IMPROVEMENT:** Bridge Repair/Replacement      **FC:**      **AQ Code:**S19  
**DVRPC PLANNING AREA:** Core City      **IPD:** 6  
**PROJECT MANAGER:** TSS/S. New      **CMP:** Not SOV Capacity Adding      **CMP Subcorridor(s):** 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.  
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.  
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 98232 Woodland Avenue over SEPTA

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement FC: AQ Code:S19

DVRPC PLANNING AREA: Core City IPD: 5

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of Woodland Avenue over SEPTA in the City of Philadelphia.

SEPTA is managing the project on behalf of the City of Philadelphia.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		0				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102102**    *North Delaware Avenue Phase 1B*

**New**

**LIMITS:** Orthodox St to Buckius Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:66

**IMPROVEMENT:** Roadway New Capacity

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:**

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project completes the first phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. This segment extends between the end of section 1A at Orthodox Street, and Buckius Street, just over a quarter mile to the northeast. 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 local truck traffic as an alternative to narrow Richmond Street.

Other recreational facilities associated with this project includes the \$15 million North Delaware River Greenway Trail, sponsored by the Delaware River City Corporation. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time.

This is a breakout of MPMS# 46956.

Project CMP (Congestion Management Process) commitments include amenities for bicycles and pedestrians on the road and on the North Delaware Avenue Greenway Trail, sponsored by the Delaware River City Corporation. The road will also serve as an alternate route for local truck traffic accessing I-95 from local industrial and commercial businesses. See DVRPC's 2014-2015 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STP			4,502										
CON	LOC			1,126										
		0	0	5,628	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>5,628</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 102274 Schuylkill River Swing Bridge

New

LIMITS: Schuylkill River south of Grays Ferry Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Currently stretching between the Art Museum and Locust Street with an extension to South Street in construction, the Schuylkill Banks trail is envisioned to continue down the east bank of the River to Grays Ferry and then cross over to the west bank to enable a connection to Historic Bartram's Garden and ultimately to Fort Mifflin. Connecting the recently constructed Grays Ferry Crescent and Bartram's Garden trail segments requires a river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge that has been set in the 'open' position since its closing in 1976. This project will repurpose the abandoned bridge into a multi-purpose recreational trail structure, refurbishing and reinstalling the main truss at an elevation sufficient to meet clearance requirements for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. A conceptual study and initial engineering has been completed by the Schuylkill River Development Corporation (SRDC) with funding from DVRPC's Regional Trails Program and the Pennsylvania Department of Conservation & Natural Resources (DCNR).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	TOLL												
PE	CAQ	424											
FD	TOLL												
FD	CAQ					478							
ROW	TOLL												
ROW	CAQ							61					
UTL	TOLL												
UTL	CAQ							61					
CON	TOLL												
CON	CAQ								5,067				
		424	0	0	0	478	122	5,067	0	0	0	0	0
		Total FY2015-2018			424	Total FY2019-2022			5,667	Total FY2023-2026			0



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102279** *Traffic Calming Program (ARLE 4)*

**ARLE**

**LIMITS:** Citywide

No Let Date

**MUNICIPALITIES:**

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S7

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of traffic calming measures at approximately 15 to 25 locations throughout the city.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$1,000,000 (\$400,000 for FY14 Final Design/ \$600,000 for FY14 Construction)

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	244															
CON	244															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026				0

**MPMS# 102280** *Broad Street Pedestrian Crossing Improvements (ARLE 4)*

**ARLE**

**LIMITS:**

No Let Date

**MUNICIPALITIES:**

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:A2

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrade at crosswalks on South Broad Street.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction)

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
FD	244															
CON	244															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 102281 *L.E.D. Street Light Improvement Program (ARLE 4)*

ARLE

LIMITS:

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of LED street lights within city limits.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$850,000 (\$260,000 Final Design/ \$590,000 Construction)

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026												
FD	244	0	0	0	0	0	0	0	0	0	0	0	0												
CON	244	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2015-2018				0				Total FY2019-2022				0				Total FY2023-2026				0			

MPMS# 102282 *School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)*

ARLE

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S6

DVRPC PLANNING AREA: Core City

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to provide anti-skid pavement surfaces that will introduce an improved skid resistance level (SRL) on School House Lane from Wissahickon Avenue to Ridge Avenue and Kelly Drive from Ridge Avenue to Eakins Oval.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

2013 ARLE Round 4 award: \$500,000

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026												
CON	244	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2015-2018				0				Total FY2019-2022				0				Total FY2023-2026				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Philadelphia	\$152,670	\$134,195	\$111,539	\$98,355	\$496,759	\$293,340	\$13,842

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange Advance Contract (AFI)

LIMITS: Allegheny Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the local road improvements in support of I-95 AF2 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at Aramingo and Ontatio and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor/Bath, Castor Avenue/I-95 ramp. The project pay also include the construction of Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
ROW	581					8,115										
UTL	581					8,115										
CON	NHPP									56,444						
		0	0	0	0	16,230	0	0	0	56,444	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				16,230	Total FY2023-2026				56,444

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- \* I-95 NB over Venango Street - Replace superstructure
- \* I-95 SB over Venango Street - Replace superstructure
- \* I-95 NB over Castor Avenue - Widening and replace superstructure
- \* I-95 SB over Castor Avenue - Widening and replace superstructure
- \* I-95 NB over Richmond Street - Widening & redeck
- \* I-95 SB over Richmond Street - Widening & redeck
- \* I-95 NB over W heatsheaf Lane - Total replacement
- \* I-95 SB over W heatsheaf Lane - Total replacement
- \* Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

See also MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Construction extends beyond the 12-year period. \$160,000,000 total is cash-flowed from FY2027 to FY2030, and \$37,000,000 total is cash-flowed from FY2031 to FY2034 for construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581						13,135						
UTL	581						5,970						
CON	NHPP									120,164			
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
		0	0	0	0	0	19,105	0	0	120,164	0	0	0
		<b>Total FY2015-2018</b>			0	<b>Total FY2019-2022</b>			19,105	<b>Total FY2023-2026</b>		120,164	

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47813** **I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095**

**LIMITS:** Ann St. to Wheatsheaf Lane

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581				3,500								
PE	581						3,563						
FD	581					4,000							
FD	581						10,000						
FD	581							10,000					
FD	581								10,000				
FD	581									22,341			
ROW	581					2,637							
ROW	581						2,000						
UTL	581					2,914							
UTL	581						1,000						
		0	0	0	3,500	9,551	16,563	10,000	10,000	22,341	0	0	0
		<b>Total FY2015-2018</b>			<b>3,500</b>	<b>Total FY2019-2022</b>			<b>46,114</b>	<b>Total FY2023-2026</b>			<b>22,341</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79903**      **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

**LIMITS:** Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section G)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NHP	50,000											
CON	SPK-NHP		50,000										
CON	SPK-NHP			30,000									
CON	SPK-NHP				30,000								
		<b>50,000</b>	<b>50,000</b>	<b>30,000</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>160,000</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacement, removal and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A&C, as well as associated track, signal and communication work required. In addition to the work associated with the Conrail bridges, this contract includes the replacements of both Ramp A and Ramp B structures including approach roadway work. Additional highway work includes the reconstruction of Aramingo Avenue from the Conrail Bridge south of Frankford Creek to Duncan Street including the bridge replacement over Frankford Creek. Also included is the construction of the Adams Avenue and associated ramps to connect the I-95 and Betsy Ross ramps to both Aramingo and Adams Avenue. Transmission tower, signal and communication relocations are anticipated for the replacement of the Conrail Bridge over I-95. Other utility relocations including the PWD, PECO, and PGW are required within Aramingo Avenue.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

See also MPMS #'s 47812, 79903, and 79905.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP					10,000									
CON	NHPP						40,000								
CON	NHPP							40,000							
CON	NHPP								40,000						
CON	NHPP									171,411					
		0	0	0	0	10,000	40,000	40,000	40,000	171,411	0	0	0		
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				130,000	<b>Total FY2023-2026</b>			171,411



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## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

DVRPC PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the mainline construction (NB and SB) from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will remove the collector/distributor ramps which connect the local street systems to I-95 and the Betsy Ross Bridge. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek and construction of an I-95 Viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 353,000 SF of SD bridge deck. A relief Ramp YY will also be constructed from I-95 NB to the local street system (Orthodox Street). PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Construction extends beyond the 12-year period. \$130,000,000 total is cash-flowed from FY2027 to FY2030 for construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP						15,037							
CON	NHPP							42,000						
CON	NHPP								42,000					
CON	NHPP									168,000				
CON	NHPP													
CON	NHPP													
CON	NHPP													
CON	NHPP													
		0	0	0	0	0	15,037	42,000	42,000	168,000	0	0	0	
		Total FY2015-2018				0	Total FY2019-2022			99,037	Total FY2023-2026			168,000

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Wheatsheaf Lane to Orthodox Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	2,400												
FD	581	600												
FD	NHPP		3,200											
FD	581		800											
ROW	NHPP	5,635												
ROW	581	626												
UTL	NHPP*		5,760											
UTL	581*		1,440											
		<b>9,261</b>	<b>11,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>20,461</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Relocated Carver Street to Levick Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section.

This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street via a new Carver Street underpass;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street, Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of Carver Street; and
- Install a new traffic signal at the intersection of Tacony Street and Carver Street

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		29,352												
CON	NHPP			29,352											
CON	NHPP				29,352										
		0	29,352	29,352	29,352	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>88,056</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. This includes the replacement of the viaduct that carries I-95 over Tacony Street and Bridge Street;
- Reconstruct the Bridge Street northbound on-ramp and replace the ramp bridge over Tacony Street and Bridge Street;
- Reconstruct Tacony Street from Buckius Street to Kennedy Street; and
- Modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP			39,611										
CON	NHPP				39,611									
CON	NHPP					39,611								
CON	NHPP						39,611							
		0	0	39,611	39,611	39,611	39,611	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>79,222</b>	<b>Total FY2019-2022</b>			<b>79,222</b>	<b>Total FY2023-2026</b>				<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Orthodox Street to Levick Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section. The overall section improvements of BSR consist of eliminating the lane drop at the James St. Ramp in the southbound direction and eliminating the add lane at the Bridge St. acceleration ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections. See MPMS #87784 for the local street construction work for this section.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP*		7,830										
FD	581*		870										
FD	NHPP			5,400									
FD	581			600									
ROW	NHPP	4,515											
ROW	581	502											
ROW	NHPP		4,515										
ROW	581		502										
UTL	NHPP		4,727										
UTL	581		525										
UTL	NHPP			4,727									
UTL	581			525									
UTL	NHPP				4,727								
UTL	581				525								

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## Pennsylvania - Interstate Management Program

### Philadelphia

5,017	18,969	11,252	5,252	0	0	0	0	0	0	0	0				
Total FY2015-2018		40,490		Total FY2019-2022				0				Total FY2023-2026		0	

**MPMS# 79685** I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)

**LIMITS:** Levick Street to Bleigh Avenue

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		6,300												
CON	581		700												
CON	NHPP			6,300											
CON	581			700											
		0	7,000	7,000	0	0	0	0	0	0	0	0	0		
<b>Total FY2015-2018</b>		<b>14,000</b>		<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>		<b>0</b>	

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47394 I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095

LIMITS: Levick St. to Bleigh Ave.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project serves as the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.4 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of this major facility built in the 1960's. This project is integral to the Delaware Valley Freight Corridors Initiative. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 memoranda on supplemental strategies for details related to this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP	3,600												
UTL	581	400												
		<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>4,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 83640** I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

**LIMITS:** Shackamaxon Street to Columbia Avenue

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 2

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821).

I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	4,500												
CON	581	250												
CON	185	250												
		<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>	<b>5,000</b>		<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>



## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Columbia Ave. to north of Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP*	55,000											
CON	NHPP*		40,000										
CON	NHPP*			30,000									
CON	NHPP*				22,130								
		<b>55,000</b>	<b>40,000</b>	<b>30,000</b>	<b>22,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		147,130				0				0			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Columbia to north of Ann Street No Let Date  
**MUNICIPALITIES:** Philadelphia City MRPID:65  
**IMPROVEMENT:** Intersection/Interchange Improvements **FC:** 11; 14 AQ Code:2025M  
**DVRPC PLANNING AREA:** Core City IPD: 1  
**PROJECT MANAGER:** EE/E. Elbich **CMP:** Major SOV Capacity CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP		4,297											
UTL	581		477											
UTL	NHPP			4,297										
UTL	581			477										
CON	NHPP				10,000									
CON	NHPP					45,000								
CON	NHPP						45,000							
CON	NHPP							45,000						
CON	NHPP								45,000					
CON	NHPP									180,067				
		0	4,774	4,774	10,000	45,000	45,000	45,000	45,000	180,067	0	0	0	
		<b>Total FY2015-2018</b>			<b>19,548</b>	<b>Total FY2019-2022</b>				<b>180,000</b>	<b>Total FY2023-2026</b>			<b>180,067</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

DVRPC PLANNING AREA: Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES. THIS PROJECT WILL BE SPLIT INTO 2 DIFFERENT SECTIONS (GR5 AND GR6, NORTHBOUND AND SOUTHBOUND) FOR LETTING PURPOSES IN THE FUTURE. SEE MPMS #102304. OVERALL COST OF THE RACE TO SHACKAMAXON SECTION IS APPROXIMATELY \$300 MILLION FOR BOTH NORTH AND SOUTHBOUND DIRECTIONS AND FUNDS ARE CURRENTLY ACCOUNTED FOR IN THIS MPMS#.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP		14,322										
ROW	581		1,591										
ROW	NHPP			14,322									
ROW	581			1,591									
UTL	NHPP					5,217							
UTL	581					580							
UTL	NHPP						5,217						
UTL	581						580						
CON	NHPP							10,410					
CON	NHPP								48,000				
CON	NHPP									192,000			
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
		0	15,913	15,913	0	5,797	5,797	10,410	48,000	192,000	0	0	0
		Total FY2015-2018		31,826		Total FY2019-2022			70,004		Total FY2023-2026		192,000

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 102304 I-95 Race - Shackamaxon 2 (GR6)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

I-95 Race - Shackamaxon 2  
City of Philadelphia  
Road & bridge reconstruction/widening

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP					5,970										
CON	NHPP						5,970									
		0	0	0	0	0	5,970	5,970	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				11,940	Total FY2023-2026				0

MPMS# 102305 I-95 Corridor ITS/ATMS (GR7)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

I-95 Corridor ITS/ATMS  
City of Philadelphia  
Install ATMS/monitor traffic in real time

ITS and Surveillance: ATMS

Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP		6,365													
		0	6,365	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				6,365	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 98207** *I-95 Congestion Management*

**LIMITS:** I-95 in Bucks, Delaware, and Philadelphia counties

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:**

**FC:**

AQ Code:nrs

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	NHPP	18,300											
PRA	NHPP		5,100										
		<b>18,300</b>	<b>5,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>23,400</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 102309** *I-95 Corridor Drainage*

**New**

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

I-95 Corridor Drainage  
City of Philadelphia  
Drainage improvements for Section GIR

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581			5,464									
		<b>0</b>	<b>0</b>	<b>5,464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>5,464</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 86046** *I-95 Girard Point Bridge Rehabilitation and Preservation*

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:**

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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

The purpose of the project to provide continued safe passage over the Schuylkill River for vehicles traveling on I-95 by repairing existing deficiencies and preventing future problems with maintenance work. Maintenance repair activities to include: painting structural steel, modifications to steel to prevent problems, floor beam modifications, bearing modifications, expansion joint modifications, and deck overlay. Coordination with the railroad companies will be necessary for overhead activities. The limits of work are focused on the 3 spans over the river and adjacent truss spans that can be incorporated in the construction budget and Maintenance of Traffic.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	4,500												
		4,500	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			4,500	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

**MPMS# 102389** *I-76/I-76 Ramp Resurfacing*

New

**LIMITS:** Schuylkill Expwy (I-76 both directions) & SR 3003 (I-76 on ramp)

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A

I-76 & I-76 Ramp Resurfacing

I-76 in Philadelphia County

Road resurfacing

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SPK-SH	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			750	<b>Total FY2019-2022</b>				0	<b>Total FY2023-2026</b>			0

Total For Philadelphia	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$151,828	\$188,673	\$173,366	\$139,845	\$653,712	\$651,652	\$910,427

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 17876**      *Road/Resurfacing/Rehabilitation*

**Return**

**LIMITS:** Regionwide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.

TOLL CREDIT

This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	581					10,378							
CON	STP							2,881					
CON	581							9,320					
CON	STP								12,000				
CON	STU								7,841				
CON	581								9,319				
CON	STU									13,278			
CON	581									16,164			
		0	0	0	0	0	10,378	12,201	29,160	29,442	0	0	0
<b>Total FY2015-2018</b>		<b>0</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>0</b>				<b>51,739</b>				<b>29,442</b>			

**MPMS# 17891**      *RideECO Mass Marketing Efforts SR:0000*

No Let Date

**LIMITS:** Region-wide

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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 RideECO sales.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	160											
PRA	LOC	40											
PRA	CAQ		160										
PRA	LOC		40										
		200	200	0	0	0	0	0	0	0	0	0	0
<b>Total FY2015-2018</b>		<b>400</b>				<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>			
		<b>0</b>				<b>0</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 17900 *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:A1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly:\$200,800 CAQ/\$50,200 Cash Match for DVRPC UPWP; \$51,760 CAQ to each of the 5 regional TMA's; \$120,000 CAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	CAQ	644													
PRA	581	50													
PRA	LOC	109													
PRA	CAQ		644												
PRA	581		50												
PRA	LOC		109												
PRA	CAQ			644											
PRA	581			50											
PRA	LOC			109											
PRA	CAQ				644										
PRA	581				50										
PRA	LOC				109										
		803	803	803	803	0	0	0	0	0	0	0	0		
		Total FY2015-2018			3,212	Total FY2019-2022				0	Total FY2023-2026				0



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 17928 *Air Quality Partnership*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	CAQ	100													
PRA	LOC	25													
PRA	CAQ		100												
PRA	LOC		25												
		125	125	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			250	Total FY2019-2022				0	Total FY2023-2026				0

MPMS# 48199 *Transportation Management Associations (TMA) SR:0000*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:A1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PRA	CAQ	922													
PRA	LOC	230													
PRA	CAQ		922												
PRA	LOC		230												
PRA	CAQ			922											
PRA	LOC			230											
PRA	CAQ				922										
PRA	LOC				230										
		1,152	1,152	1,152	1,152	0	0	0	0	0	0	0	0		
		Total FY2015-2018			4,608	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. 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. Project types 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.

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 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.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1. MPMS# 96211 - Multi-modal Access to New Britain Train Station - \$212,000 (\$169,600 CMAQ/ \$42,400 Matching Funds)
2. MPMS# 96213 - Manayunk Bridge Trail - \$2,854,246 (\$204,246 CMAQ/ \$2,650,000 Matching Funds)
3. MPMS# 96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching Funds)
4. MPMS# 96217 - Chalfont Borough Route 152 Congestion Mitigation Project - \$288,000 (\$230,400 CMAQ/ \$57,600 Matching Funds)
5. MPMS# 96218 - Fayette Street Interconnection Project - \$709,719 (\$567,775 CMAQ/ \$141,944 Matching Funds)
6. MPMS# 96220 - Lower Salford Adaptive Traffic System - \$916,000 (\$731,000 CMAQ/ \$185,000 Matching Funds)
7. MPMS# 96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching Funds)
8. MPMS# 96223 - Philadelphia Signal Retiming - \$2,000,000 (\$1,000,000 CMAQ/ \$1,000,000 Matching Funds)
9. MPMS# 96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching Funds)
10. MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching Funds)
11. MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching Funds)
12. MPMS# 96241 - U.S. Route 202/Boot Road Interchange Area Adaptive Signal Control- \$305,000 (\$244,000 CMAQ/ \$61,000 Matching Funds)

\$20,000,000 CMAQ in FY18 is allocated for the next round of Competitive CMAQ Program. \$1,802,000 CMAQ is set aside in FY18 for the projects listed above that needs to be obligated.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	809											
CON	CAQ		1,075										
CON	CAQ				21,802								
		809	1,075	0	21,802	0	0	0	0	0	0	0	0
		Total FY2015-2018		23,686		Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	TOLL														
PE	STU	350													
PE	TOLL														
PE	STU		350												
		350	350	0	0	0	0	0	0	0	0	0	0		
		Total FY2015-2018			700	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927**      *Regional Safety Initiatives (HSIP)*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S6

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

- MPMS #57625 - Route 232 Corridor and Intersections - Bucks Co
- MPMS #80042 - PA 100 Corridor Safety Improvements – Chester Co
- MPMS #48168 - Baltimore Pike Signals - Delaware Co
- MPMS #85417 - Allegheny Avenue - \$300,000 PE/ \$3,328,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$300,000 PE- Phila

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.

- MPMS #85949 - SR 896 Safety Improvements - \$273,000 ROW/ \$273,000 UTL/ \$3,461,000 CON Chester Co - PE is underway
- MPMS #85419 - Erie Avenue - \$300,000 PR/ \$2,721,000 CON - Phila
- MPMS #80104 - Henry Ave Corridor - \$2,000,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$3,670,000 CON - Phila

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	HSIP	7,476												
CON	HSIP		9,125											
CON	HSIP			11,858										
CON	HSIP				11,858									
CON	HSIP					11,858								
CON	HSIP						11,858							
CON	HSIP							11,858						
CON	HSIP								11,858					
CON	HSIP									11,858				
CON	HSIP										11,858			
CON	HSIP											11,858		
		<b>7,476</b>	<b>9,125</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	<b>11,858</b>	
		<b>Total FY2015-2018</b>		<b>40,317</b>		<b>Total FY2019-2022</b>			<b>47,432</b>			<b>Total FY2023-2026</b>		<b>47,432</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 64652**      *Transportation Community Development Initiative (TCDI)*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:X3

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	STU		1,200												
PE	LOC		300												
		0	1,500	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>1,500</b>		<b>Total FY2019-2022</b>				<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64984** *Transportation Alternatives Program (TAP) Line Item*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:X12

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

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. The following projects were approved through this program, but it is no

2004 Round/Program -71195, 71206, 71200, 71202, 71210.

2005 Round/Program - Regional: 72906, 72974, 72908, 72977, 72996, 72913, 72978, 72911, 72991, 72918. Discretionary: 72910, 73012, 73134, 73135, 73136, 73137, 72994.

2006 Round/Program - Regional: 77448, 77449, 77450, 77451, 77452, 77455, 77456, 77457, 77459, 77460, 77461, 77462, 77464, 77465, 77466, 77468, 77470, 77472, 77473, 77475. Discretionary: 77476, 77478, 77479, 77485.

2009 Round of federally funded Safe Routes to School Projects (SRTS) are listed with individual funding from that program. See MPMS #'s 87088, 87119, 87109, 87120, 87097, 87099, 87107.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	TAU	3,782											
CON	TAU		3,782										
CON	TAU			3,782									
CON	TAU				3,782								
CON	CAQ				1,000								
CON	TAU					3,782							
CON	TAU						3,782						
CON	TAU							3,782					
CON	TAU								3,782				
CON	TAU									3,782			
CON	TAU										3,782		
CON	TAU											3,782	
		<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>4,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>	<b>3,782</b>
		<b>Total FY2015-2018</b>			<b>16,128</b>	<b>Total FY2019-2022</b>			<b>15,128</b>	<b>Total FY2023-2026</b>			<b>15,128</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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.

FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	FLEX	17,083														
PE	FLEX		17,083													
PE	FLEX			17,083												
PE	FLEX				17,083											
PE	FLEX					17,083										
PE	FLEX						17,083									
PE	FLEX							17,083								
PE	FLEX								17,083							
PE	FLEX									17,083						
PE	FLEX										17,083					
PE	FLEX											17,083				
PE	FLEX												17,083			
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083			
		Total FY2015-2018			68,332				Total FY2019-2022				68,332			
									Total FY2023-2026				68,332			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 66460** *TAP Project Engineering and Management - DVRPC*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Bicycle/Pedestrian Improvement

**FC:**

AQ Code:X12

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	STU	480												
PE	581	120												
PE	STU		480											
PE	581		120											
		<b>600</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,200</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

**MPMS# 66461** *CMAQ Project Engineering and Management - DVRPC*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:X5

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	CAQ	88												
PE	581	22												
PE	CAQ		88											
PE	581		22											
		<b>110</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>220</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 72738** *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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 activity is a component of the DVRPC Work Program (UPWP).

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	CAQ	560												
PRA	581	140												
PRA	CAQ		560											
PRA	581		140											
		<b>700</b>	<b>700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>1,400</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

**MPMS# 75854** *District Program Management Services "A"*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	581	1,591												
PE	581		1,639											
		<b>1,591</b>	<b>1,639</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>3,230</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 75855**      *District Program Management Services "B"*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:NRS

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	581	1,591											
PRA	581		1,639										
		<b>1,591</b>	<b>1,639</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>3,230</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79927 Highway Reserve Line Item-STP

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	STP												
CON	581	604											
CON	STP												
CON	581												
CON	STP			15									
CON	581												
CON	STP												
CON	581												
CON	STP												
CON	581												
CON	STP									703			
CON	STP										5,024		
CON	581										1,523		
CON	STP											4,849	
CON	581											5,022	
CON	STP												20,703
CON	581												75,572
		604	0	15	0	0	0	0	0	703	6,547	9,871	96,275
		Total FY2015-2018		619		Total FY2019-2022			0	Total FY2023-2026		113,396	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:S19

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	BOF													
CON	185													
CON	BOF													
CON	185		126											
CON	BOF													
CON	185													
CON	BOF													
CON	185													
CON	BOF					414								
CON	185													
CON	BOF						1,731							
CON	185													
CON	BOF							3						
CON	185							4,309						
CON	185													
CON	BOF									993				
CON	185									2,575				
CON	BOF										9,047			
CON	185										2,000			
CON	BOF											10,074		
CON	185											23,271		
CON	BOF												6,360	
CON	185												11,447	
		0	126	0	0	414	1,731	4,312	0	3,568	11,047	33,345	17,807	
		Total FY2015-2018		126		Total FY2019-2022			6,457		Total FY2023-2026		65,767	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79980 *STU Reserve Line Item*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:S10

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU			198										
CON	STU											15,638		
CON	STU												39,178	
CON	STU													
CON	STU													
CON	STU													
		0	0	198	0	0	0	0	0	0	0	15,638	39,178	
		Total FY2015-2018			198	Total FY2019-2022				0	Total FY2023-2026			54,816

MPMS# 80093 *I-76, Regional Travel Information*

LIMITS: I-76 in Philadelphia/Lower and Upper Merion Townsh

Est Let Date: 6/15/2015

MUNICIPALITIES:

IMPROVEMENT: Signal/ITS Improvements

FC: 11

AQ Code:S7

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 3B, 3C

This project will evaluate and implement ITS Enhancements within the I-76 Corridor from the Pennsylvania Turnpike to the US 1 interchange. The project will evaluate various transportation systems management and operations (TSMO) strategies throughout the I-76 Corridor to allow PennDOT to better manage the traffic conditions.

This project was funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	SXF		1,042											
CON	CAQ			975										
CON	581			564										
		0	2,581	0	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018			2,581	Total FY2019-2022				0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82216 NHPP Reserve Line Item

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	234												
CON	NHPP			4										
CON	NHPP				50									
CON	NHPP													
CON	NHPP													
CON	NHPP													
CON	NHPP										790			
CON	NHPP												73,895	
		234	0	4	50	0	0	0	0	0	790	0	73,895	
		Total FY2015-2018			288	Total FY2019-2022				0	Total FY2023-2026			74,685

MPMS# 83743 ADA Ramps Line Item

New

LIMITS: District-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

District-wide curb cut & ramps

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	581					4,190								
CON	STU							2,999						
CON	581							750						
CON	STU								7,001					
CON	581								1,750					
CON	STP									5,000				
CON	581									1,250				
		0	0	0	0	0	4,190	3,749	8,751	6,250	0	0	0	
		Total FY2015-2018			0	Total FY2019-2022				16,690	Total FY2023-2026			6,250

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 84318 CAQ Reserve Line Item

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:NRS

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	CAQ	139											
CON	CAQ		494										
CON	CAQ			25									
CON	CAQ				1,892								
CON	CAQ					30,426							
CON	CAQ						30,782						
CON	CAQ							25,837					
CON	CAQ								30,904				
CON	CAQ									30,904			
CON	CAQ										30,904		
CON	CAQ											30,904	
CON	CAQ												30,904
		139	494	25	1,892	30,426	30,782	25,837	30,904	30,904	30,904	30,904	30,904
		Total FY2015-2018			2,550	Total FY2019-2022			117,949	Total FY2023-2026			123,616

MPMS# 84457 Signal Retiming Program

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:X1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

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 was 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	CAQ	350											
PRA	CAQ		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2015-2018			700	Total FY2019-2022			0	Total FY2023-2026			0

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 86077**      *Update Travel Simulation - DVRPC*

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:**

**IMPROVEMENT:** Other

**FC:**

AQ Code:X1

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PRA	TOLL													
PRA	STU	455												
PRA	TOLL													
PRA	STU		455											
		455	455	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>910</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 89701**      *Group H Bridges*

**New**

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Aston Township; East Coventry Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 16

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community; Growing Suburb

IPD:

**PROJECT MANAGER:** HNTB/NV

**CMP:** Not SOV Capacity Adding

Funds will be used for the following rehabilitation/replacement of various bridges in critical condition in Chester and Delaware Counties.  
Steel Truss Bridge Preservation

Linfield Road(SR 1035) over Schuylkill River, in East Coventry Township, Chester County  
Aston Mill Road(SR 3023) over West branch Chester Creek, in Aston Township, Delaware County

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	STU	2,870												
CON	185	3,130												
		6,000	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>6,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 92182** *Expressway Service Patrol - Suburban Counties (2013-2016)*

**LIMITS:** I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delaware, and Montgomery CO

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Signal/ITS Improvements

**FC:**

AQ Code:S7

**DVRPC PLANNING AREA:**

IPD: 1

**PROJECT MANAGER:** Gannett/V. Genua

**CMP:** Not SOV Capacity Adding

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The 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 such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP	1,804											
CON	TOLL												
CON	NHPP		1,804										
CON	TOLL												
		<b>1,804</b>	<b>1,804</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>3,608</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 95447** County Bridge Line Item

**LIMITS:** Region-wide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012. Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA will be programmed with 100% federal funds, for preliminary engineering, final design, and construction (in Later Fiscal Years) to allow SEPTA to manage the project on behalf of the City of Philadelphia.

Anticipate programming and costs of projects include:

#### Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FY14 FD \$59,000, FY14 CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, FY16 PE \$300,000. FY19 FD \$375,000, FY21 ROW \$90,000, FY22 UTL \$50,000, FY24 CON \$2,000,000. The total cost of this project is \$2,630,000.

#### Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FY14 FD \$120,000, FY14 ROW \$31,000, FY14 CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project ;

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, FY14 PE \$300,000, FY15 FD \$300,000. FY20 ROW \$75,000, FY22 CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, FY15 PE \$300,000, FY18 FD \$200,000, FY20 ROW \$40,000, FY22 CON \$1,400,000. The total cost of this project is \$1,940,000.

#### Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, FY14 PE \$350,000, FY15 FD \$300,000, FY18 ROW \$25,000, FY19 UTL \$25,000, FY21 CON \$900,000 The total cost of this project is \$1,600,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, FY14 PE \$460,000, FY18 FD \$300,000, FY20 ROW \$40,000, FY21 \$100,000, FY22 CON 1,500,000. The total cost of this project is \$2,400,000.

-Mulford Bridge (MPMS #98218) in Glenolden Borough, FY16 PE \$231,000, FY18 PE \$169,000, FY19 FD \$300,000, FY23 \$40,000, FY23 UTL \$100,000, FY24 CON \$100,000.The total cost of this project is \$1,840,000.

#### Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, FY14 PE \$350,000, FY18 FD \$300,000, FY21 ROW \$25,000, FY22 UTL \$50,000, FY24 CON \$850,000. The total cost of this project is \$1,575,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FY16 FD \$143,000, FY16 CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FY16 FD \$350,000, FY16 CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project.

-Store Road Bridge (MPMS #98228) in Lower Salford Township FY16 PE \$11,000, FY16 FD \$80,000, FY16 CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project.

#### City of Philadelphia

-59th Street over Amtrak (MPMS #98229) FY14 PE \$960,000, FY18 FD \$640,000, FY24 CON \$8,000,000. The total cost of this project is \$9,600,000;

-Woodland Avenue over SEPTA (MPMS #98232) FY14 PE of \$480,000, FY15 FD \$320,000, FY18 CON \$952,000, FY19 CON \$2,000,000, FY20 CON \$464,000, FY21 CON \$584,000. The total cost of this project is \$4,800,000.

-Tabor Road over Taco

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	183	1,461											
CON	LOC	310											
CON	BOF		2,803										
CON	183		14										
CON	LOC		704										
CON	BOF			2,000									
CON	BOF				2,000								
CON	183				547								
CON	LOC				636								
CON	183					2,579							
CON	LOC					645							
CON	183						766						
CON	LOC						192						
CON	183							1,722					
CON	LOC							431					
CON	183								7,728				
CON	LOC								1,932				
CON	183									151			
CON	LOC									38			
CON	183										13,337		
CON	LOC										3,834		
		<b>1,771</b>	<b>3,521</b>	<b>2,000</b>	<b>3,183</b>	<b>3,224</b>	<b>958</b>	<b>2,153</b>	<b>9,660</b>	<b>189</b>	<b>17,171</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>10,475</b>		<b>Total FY2019-2022</b>			<b>15,995</b>	<b>Total FY2023-2026</b>		<b>17,360</b>	

**MPMS# 97311**      *Transportation Community Development Initiative (TCDI) Administration*

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PRA	STU	100											
PRA	TOLL												
PRA	STU		100										
PRA	TOLL												
		<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>200</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 102105 *Municipal Bridge Line Item*

New

LIMITS: Region-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for either traditional design process or retroactive reimbursement.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	183		2,000												
CON	LOC		500												
CON	183			2,000											
CON	LOC			500											
CON	183				2,000										
CON	LOC				500										
		0	2,500	2,500	2,500	0	0	0	0	0	0	0	0		
		Total FY2015-2018			7,500	Total FY2019-2022				0	Total FY2023-2026				0

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102106**    *Structurally Deficient Bridge Line Item*

**New**

**LIMITS:** Region Counties and City of Philadelphia

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This line item is a set aside for rehabilitation or replacement of candidate structurally deficient bridges that have been identified in the DVRPC region.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	185					1,350										
CON	NHPP						2,000									
CON	185						10,659									
CON	BOF							9,764								
CON	STU							5,000								
CON	581							9,454								
CON	185							19,977								
CON	STP								2,000							
CON	BOF								10,074							
CON	581								12,158							
CON	185								17,073							
CON	STU									16,681						
CON	STP									15,000						
CON	BOF									9,000						
CON	185									36,750						
		0	0	0	0	1,350	12,659	44,195	41,305	77,431	0	0	0			
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				99,509	<b>Total FY2023-2026</b>				77,431

**MPMS# 102275**    *Study Line Item*

**New**

**LIMITS:** Regionwide

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Other

**FC:**

AQ Code:X1

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This line item is a set aside to address potential study candidates that have already been identified in the DVRPC region, for possible advancement to preliminary engineering once the study work is complete if warranted.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
PE	581					2,614										
PE	581						10,686									
		0	0	0	0	2,614	10,686	0	0	0	0	0	0			
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				13,300	<b>Total FY2023-2026</b>				0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 102665 *Signal Upgrade Line Item*

New

LIMITS:

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:A1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	CAQ				1,000									
		0	0	0	1,000	0	0	0	0	0	0	0	0	
		Total FY2015-2018			1,000	Total FY2019-2022				0	Total FY2023-2026			0

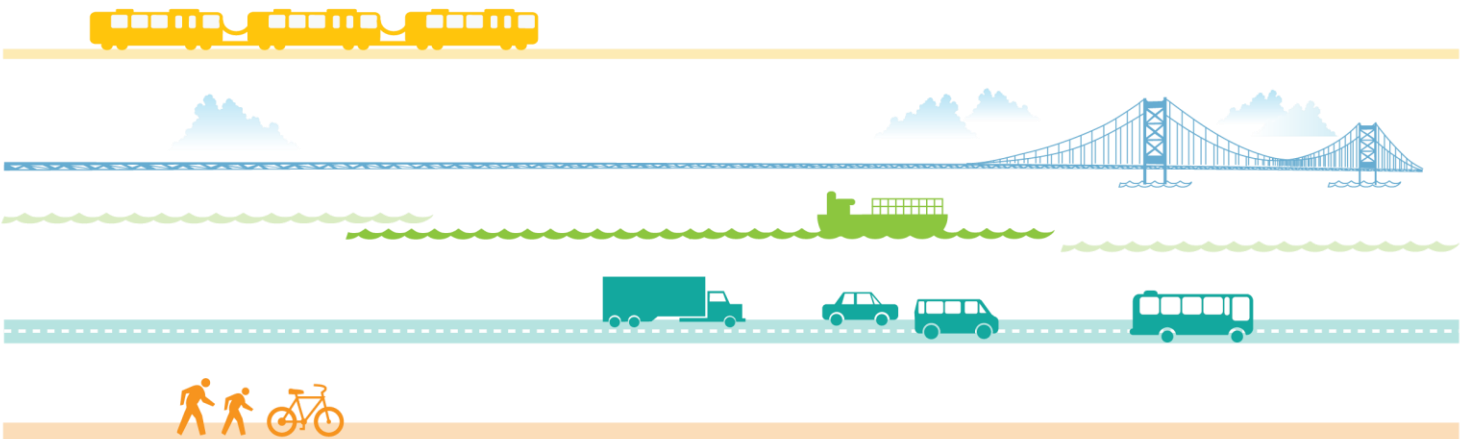
Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
Various	\$47,829	\$51,814	\$39,420	\$66,105	\$205,168	\$452,531	\$693,655

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# TRANSIT PROJECTS FOR THE FY2015 TIP





# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS: Pottstown Borough

No Let Date

MUNICIPALITIES: Pottstown Borough

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M1

DVRPC PLANNING AREA: Developed Community

IPD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

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.

Capital projects planned in FY15 - FY18 include (also see MPMS# 95739):

FY15: Vehicle and Equipment Purchases (\$25,000), Stations and Facilities (\$150,889), Technology (\$151,100),

FY16: Technology (\$60,948),

FY17: Vehicle and Equipment Purchases (\$35,000), Technology (\$70,000),

FY18: Vehicle and Equipment Purchases (\$1,530,000).

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	800											
OP	1513	1,100											
OP	LOC	80											
OP	5307		800										
OP	1513		1,100										
OP	LOC		80										
OP	5307			800									
OP	1513			1,100									
OP	LOC			80									
OP	5307				800								
OP	1513				1,100								
OP	LOC				80								
OP	5307					800							
OP	1513					1,100							
OP	LOC					80							
		1,980	1,980	1,980	1,980	1,980	0	0	0	0	0	0	0
		Total FY2015-2018			7,920	Total FY2019-2022			1,980	Total FY2023-2026			0

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## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS: No Let Date

MUNICIPALITIES: Pottstown Borough

IMPROVEMENT: Transit Improvements FC: AQ Code:M4

DVRPC PLANNING AREA: Developed Community IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology upgrade over a three year period, as well as install bike racks, transportation center amenities, bus shelters, retrofit existing bus shelters with photovoltaic solar panels, and replace transit buses that have met their useful life by 2019.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	100											
CAP	PTAF 44	119											
CAP	1517	35											
CAP	LOC	8											
CAP	PTAF 44		59										
CAP	1517		20										
CAP	LOC		2										
CAP	PTAF 44			34									
CAP	1517			70									
CAP	LOC			2									
CAP	5307				1,500								
CAP	PTAF 44				28								
CAP	1517				28								
CAP	LOC				2								
CAP	5307					500							
CAP	1517					50							
CAP	LOC					20							
		262	81	106	1,558	570	0	0	0	0	0	0	0
		Total FY2015-2018			2,007	Total FY2019-2022			570	Total FY2023-2026			0

Total For Pottstown	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927	\$2,550	\$0

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030

LIMITS: Villanova Station in Delaware County

No Let Date

MUNICIPALITIES: Radnor Township

IMPROVEMENT: Transit Improvements

FC:

AQ Code:A2

DVRPC PLANNING AREA: Developed Community

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project, which will be advanced in Phases, will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line. The total project cost is \$30.6 million.

Phase I activities will improve station accessibility station through the construction of a pedestrian underpass, ramps, stairs, and storm water management. SEPTA will use prior year funds and funds programmed in FY 2015-2018, in the amount of \$11.8 million, to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$18.6 million.

Phase II of the Villanova Intermodal Station project includes the construction of high-level platforms with canopies, building exterior improvements, new signage, lighting, passenger amenities and landscaping. The improvements will make the station fully ADA accessible. The total budget for Phase II is \$12 million, which is programmed in FY 2019-2022.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	1,935											
CAP	LOC	65											
CAP	1514		4,006										
CAP	LOC		134										
CAP	1514			3,600									
CAP	LOC			120									
CAP	1514				1,887								
CAP	LOC				63								
CAP	5307					1,600							
CAP	1514					387							
CAP	LOC					13							
CAP	5307						3,533						
CAP	1514						855						
CAP	LOC						28						
CAP	5307							4,467					
CAP	1514							1,081					
CAP	LOC							36					
		2,000	4,140	3,720	1,950	2,000	4,416	5,584	0	0	0	0	0
		Total FY2015-2018		11,810		Total FY2019-2022		12,000		Total FY2023-2026		0	

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The 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 in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAL	5337	26,000											
CAL	5307	8,000											
CAL	1514	9,445											
CAL	LOC	315											
CAL	5307		8,000										
CAL	5337		30,480										
CAL	1514		10,553										
CAL	LOC		352										
CAL	5307			8,000									
CAL	5337			31,681									
CAL	1514			10,865									
CAL	LOC			362									
CAL	5307				8,000								
CAL	5337				32,240								
CAL	1514				11,024								
CAL	LOC				367								
CAL	5307					8,000							
CAL	5337					34,080							
CAL	1514					11,493							
CAL	LOC					383							
CAL	5307						8,000						
CAL	5337						35,361						
CAL	1514						11,836						
CAL	LOC						394						
CAL	5307							8,000					
CAL	5337							36,661					
CAL	1514							12,179					
CAL	LOC							406					
CAL	5307								8,000				
CAL	5337								38,001				
CAL	1514								12,502				
CAL	LOC								417				
CAL	5307									8,000			
CAL	5337									39,381			
CAL	1514									12,836			
CAL	LOC									428			
CAL	5307										8,000		
CAL	5337										40,803		
CAL	1514											13,180	

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAL	LOC																			439
CAL	5307																			8,000
CAL	5337																			42,267
CAL	1514																			13,534
CAL	LOC																			451
CAL	5307																			8,000
CAL	5337																			43,775
CAL	1514																			13,899
CAL	LOC																			463
		<b>43,760</b>	<b>49,385</b>	<b>50,908</b>	<b>51,631</b>			<b>53,956</b>	<b>55,591</b>	<b>57,246</b>	<b>58,920</b>			<b>60,645</b>	<b>62,422</b>	<b>64,252</b>	<b>66,137</b>			
		<b>Total FY2015-2018</b>		<b>195,684</b>				<b>Total FY2019-2022</b>		<b>225,713</b>				<b>Total FY2023-2026</b>		<b>253,456</b>				

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M2

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. 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 within the Authority.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	919											
CAP	5307	203											
CAP	1514	4,721											
CAP	LOC	157											
CAP	5337		880										
CAP	5307		97										
CAP	1514		4,861										
CAP	LOC		162										
CAP	5307			3,760									
CAP	1514			2,168									
CAP	LOC			72									
CAP	1514				5,806								
CAP	LOC				194								
CAP	5307					4,014							
CAP	1514					1,922							
CAP	LOC					64							
CAP	5307						4,800						
CAP	1514						1,161						
CAP	LOC						39						
CAP	5307							1,768					
CAP	1514							4,096					
CAP	LOC							136					
CAP	5307								4,800				
CAP	1514								1,161				
CAP	LOC								39				
CAP	5307									4,800			
CAP	1514									1,161			
CAP	LOC									39			
CAP	5307										4,800		
CAP	1514										1,161		
CAP	LOC										39		
CAP	5307											3,472	
CAP	1514											2,447	
CAP	LOC											81	
CAP	5307												1,168
CAP	1514												4,676
CAP	LOC												156



# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
	Total FY2015-2018		24,000		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

**MPMS# 60255**      *Regional Rail Signal Modernization Program*

**LIMITS:** System-wide railroad facilities No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Transit Improvements FC:      AQ Code:M6

**DVRPC PLANNING AREA:** IPD: 6

**PROJECT MANAGER:** CMP: Not SOV Capacity Adding

This project provides for the modernization of the signal system on SEPTA's Regional Rail system. The Automatic Train Control (ATC) System will be installed on the Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. 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 flexibility of service when a portion of track is out of service for maintenance or repair.

In addition, an Advanced Civil Speed Enforcement System (ACSES) will be layered onto the ATC on all SEPTA-owned Regional Rail lines. Working in unison, these two systems will provide the functionality of a Positive Train Control System (PTC) that the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure interoperability with Amtrak and the various freight carriers.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new combined signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

Prior year funds supported modernization of the Chestnut Hill East, Chestnut Hill West, Doylestown, Norristown and Warminster lines. Projects currently programmed include:

- Cynwyd Line Signals, Specialwork and Right of Way Improvements - \$9.2 million (Prior Years, FY 2015)
- Positive Train Control (PTC) - \$157 million (Prior years, FY 2015)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	27,391											
CAP	1514	6,627											
CAP	LOC	221											
		<b>34,239</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>34,239</b>		<b>Total FY2019-2022</b>		<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M8

DVRPC PLANNING AREA:

IPD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. The initial phase of this program funded accessibility improved to 35 Federal Transit Administration (FTA) designated Key Rail and Rail Transit Stations.

The Station Accessibility Program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

The selection of stations is based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC). Projects currently programmed include:

- 33rd / 36th Street Stations - \$22.5 million (FY 2024-2026, Future Years)
- 40th Street Station - \$9 million (FY 2015-2017)
- Broad Street Subway South Station - \$7 million (FY 2020-2023)
- Erie Station - \$9 million (FY 2016-2020)
- Susquehan/Dauphin Station - \$50 million (FY 2022-2025)

Phase	Fund	TIP Program Years (\$ 000)												
		FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	1514	6,029												
CAP	LOC	201												
CAP	1514		1,665											
CAP	LOC		55											
CAP	1514			1,984										
CAP	LOC			66										
CAP	1514				2,903									
CAP	LOC				97									
CAP	1514					3,145								
CAP	LOC					105								
CAP	1514						3,145							
CAP	LOC						105							
CAP	1514							3,387						
CAP	LOC							113						
CAP	1514								3,871					
CAP	LOC								129					
CAP	1514									4,819				
CAP	LOC									161				
CAP	1514										4,839			
CAP	LOC										161			
CAP	1514											4,858		
CAP	LOC											162		
CAP	1514												4,839	
CAP	LOC												161	
		<b>6,230</b>	<b>1,720</b>	<b>2,050</b>	<b>3,000</b>	<b>3,250</b>	<b>3,250</b>	<b>3,500</b>	<b>4,000</b>	<b>4,980</b>	<b>5,000</b>	<b>5,020</b>	<b>5,000</b>	
		<b>Total FY2015-2018</b>			<b>13,000</b>	<b>Total FY2019-2022</b>			<b>14,000</b>	<b>Total FY2023-2026</b>		<b>20,000</b>		

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60275 *Debt Service*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA for the following debt service payments:

- 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.

- Payments on Special Revenue Bonds, Series 2010. These bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds.

- Payment on Capital Grant Receipts Bonds, Series FY 2011. The FY 2011 bonds are being used for the procurement of 120 new railcars (the Silverliner Vs) and the rehabilitation of the Wayne Junction Intermodal Facility.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
DS	5337	13,654											
DS	PTAF 44	33,023											
DS	1514	3,303											
DS	LOC	1,248											
DS	5337		13,657										
DS	PTAF 44		32,948										
DS	1514		3,304										
DS	LOC		1,245										
DS	5337			13,656									
DS	PTAF 44			32,883									
DS	1514			3,304									
DS	LOC			1,243									
DS	5337				13,656								
DS	PTAF 44				32,804								
DS	1514				3,304								
DS	LOC				1,240								
DS	5337					13,656							
DS	PTAF 44					32,757							
DS	1514					3,304							
DS	LOC					1,237							
DS	5337						13,656						
DS	PTAF 44						25,355						
DS	1514						3,304						
DS	LOC						983						
DS	5337							13,654					
DS	PTAF 44							25,267					
DS	1514							3,303					
DS	LOC							980					
DS	5337								13,654				
DS	PTAF 44								12,935				
DS	1514								3,304				
DS	LOC								555				

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

DS	5337									13,654			
DS	PTAF 44									12,938			
DS	1514									3,303			
DS	LOC									556			
DS	5337										13,654		
DS	PTAF 44										12,936		
DS	1514										3,304		
DS	LOC										555		
DS	5337											13,654	
DS	PTAF 44											12,933	
DS	1514											3,303	
DS	LOC											556	
DS	5337												13,654
DS	PTAF 44												12,937
DS	1514												3,304
DS	LOC												555
		51,228	51,154	51,086	51,004	50,954	43,298	43,204	30,448	30,451	30,449	30,446	30,450
		Total FY2015-2018		204,472		Total FY2019-2022		167,904		Total FY2023-2026		121,796	

# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M1

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
OP	5307	36,200											
OP	LOC	9,050											
OP	5307		19,440										
OP	5337		16,760										
OP	LOC		9,050										
OP	5337			17,114									
OP	5307			19,086									
OP	LOC			9,050									
OP	5337				21,200								
OP	5307				15,000								
OP	LOC				9,050								
OP	5337					13,115							
OP	5307					23,085							
OP	LOC					9,050							
OP	5337						11,034						
OP	5307						25,166						
OP	LOC						9,050						
OP	5307							27,264					
OP	5337							8,936					
OP	LOC							9,050					
OP	5307								29,404				
OP	5337								6,796				
OP	LOC								9,050				
OP	5337									4,616			
OP	5307									31,584			
OP	LOC									9,050			
OP	5337										4,000		
OP	5307										32,200		
OP	LOC										9,050		
OP	5337											4,000	
OP	5307											32,200	
OP	LOC											9,050	
OP	5337												4,000
OP	5307												32,200
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2015-2018		181,000		Total FY2019-2022		181,000		Total FY2023-2026		181,000	

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60335**      **City Hall Station / 15th Street Station Rehabilitation**

**LIMITS:** City Hall / 15th Street Station in Philadelphia

No Let Date

**MUNICIPALITIES:** Center City Philadelphia

**IMPROVEMENT:** Transit Improvements

**FC:**

AQ Code:M8

**DVRPC PLANNING AREA:**

IPD: 5

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 10A, 14A

This project will renovate City Hall Station on the Broad Street Subway Line and 15th Street Station on the Market-Frankford Subway Elevated Line. City Hall Station is the heaviest patronized station on the Broad Street Subway Line serving 28,000 passengers on a daily basis. 15th Street Station on the Market-Frankford elevated line serves 29,200 passengers a day. These stations are part of a junction point between the Broad Street Line, Market-Frankford Line, Routes 10, 11, 13, 34 & 36 Trolley Lines and Regional Rail Lines.

The project will include the following elements: 1) New entrance to both stations in the Dilworth Plaza area of City Hall; 2) Accessible improvements including elevator from street level to the platforms of the Broad Street Subway Line and the Market-Frankford Subway Elevated Line; 3) Modification of fare collection facilities; 4) More open space at the platform level of City Hall Station; 5) Straightening and widening of passageways; 6) New architectural finishes, lighting and signage, 7) Art-In-Transit; 8) Mechanical and natural ventilation in re-opened air shafts; 9) Structural repairs; 10) Prevention / interception of water infiltration/inflow; and 11) and the raising of 15th Street Station platform to car door entrance height. This project is being advanced in three phases. The Dilworth Plaza "Early Action" phase; 15th Street Station and City Hall Station.

The total cost of the City Hall Station Rehabilitation project is \$146.5 million. Funding in the amount of \$24.4 million was provided in prior years. Funding in the amount of \$122.1 million is programmed in Fiscal Years 2015-2021.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	8,564											
CAP	LOC	286											
CAP	1514		4,336										
CAP	LOC		144										
CAP	1514			5,236									
CAP	LOC			174									
CAP	1514				16,996								
CAP	LOC				566								
CAP	1514					33,387							
CAP	LOC					1,113							
CAP	1514						30,095						
CAP	LOC						1,003						
CAP	1514							19,510					
CAP	LOC							650					
		<b>8,850</b>	<b>4,480</b>	<b>5,410</b>	<b>17,562</b>	<b>34,500</b>	<b>31,098</b>	<b>20,160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>36,302</b>		<b>Total FY2019-2022</b>		<b>85,758</b>		<b>Total FY2023-2026</b>		<b>0</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60540 *Parking Improvements / Expansion*

Return

LIMITS: Regionwide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:2035o

DVRPC PLANNING AREA:

IPD: 0

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. Currently programmed projects include:

- 69th Street Terminal Parking Garage - \$22.2 million (Prior Years, FY 2016-2019)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2023-2026, Future Years)
- Gwynedd Valley Station - \$3 million (Prior Years, FY 2015)
- Lansdale Station Garage - \$20 million (FY 2015-2019)
- Noble Station - \$53 million (FY 2016-2024)
- North Wales Station - \$3 million (Prior Years, FY 2015)
- Philmont Station - \$3 million (Prior Years, FY 2015)
- Manayunk/Norristown Regional Rail Line (Conshohocken and other stations) - \$27.5 million (FY 2019-2022)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	7,868											
CAP	LOC	262											
CAP	1514		10,355										
CAP	LOC		345										
CAP	1514			9,987									
CAP	LOC			333									
CAP	1514				8,303								
CAP	LOC				277								
CAP	1514					9,677							
CAP	LOC					323							
CAP	1514						1,984						
CAP	LOC						66						
CAP	1514							3,581					
CAP	LOC							119					
CAP	1514								16,665				
CAP	LOC								633				
CAP	1514									26,125			
CAP	LOC									870			
CAP	1514										23,244		
CAP	LOC										775		
CAP	1514											18,097	
CAP	LOC											603	
CAP	1514												19,452
CAP	LOC												648
		<b>8,130</b>	<b>10,700</b>	<b>10,320</b>	<b>8,580</b>	<b>10,000</b>	<b>2,050</b>	<b>3,700</b>	<b>17,298</b>	<b>26,995</b>	<b>24,019</b>	<b>18,700</b>	<b>20,100</b>
		<b>Total FY2015-2018</b>		<b>37,730</b>		<b>Total FY2019-2022</b>		<b>33,048</b>		<b>Total FY2023-2026</b>		<b>89,814</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60571 *Environmental Cleanup and Protection Program*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:S2

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for environmental clean up and protection activities including remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also funded under this program. In addition, the program includes activities that will reduce SEPTA's environmental footprint.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	968											
CAP	LOC	32											
CAP	1514		968										
CAP	LOC		32										
CAP	1514			290									
CAP	LOC			10									
CAP	1514				290								
CAP	LOC				10								
CAP	1514					290							
CAP	LOC					10							
CAP	1514						290						
CAP	LOC						10						
CAP	1514							290					
CAP	LOC							10					
CAP	1514								290				
CAP	LOC								10				
CAP	1514									290			
CAP	LOC									10			
CAP	1514										290		
CAP	LOC										10		
CAP	1514											290	
CAP	LOC											10	
		1,000	1,000	300	300	300	300	300	300	300	300	300	300
		Total FY2015-2018		2,600		Total FY2019-2022		1,200		Total FY2023-2026		1,200	



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

No Let Date

MUNICIPALITIES: Tredyffrin Township

IMPROVEMENT: Transit Improvements

FC:

AQ Code:2025O

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station. Connecting services include Bus Routes 92, 105, 106, 204, 205 and 206.

The project will advance in phases. Project elements include: 1) An intermodal station complete with high-level platforms, waiting area, ticket offices and passenger amenities; 2) Enhanced bus facilities; 3) A 600-plus space commuter parking garage; 4) Extension of Darby Road over the railroad, including a new bridge and the removal of the North Valley Road bridge (funded in MPMS #47979); 5) New entrances to the station from the roadway; and 6) Pedestrian linkages throughout the station area, including sidewalks, crosswalks, and an overpass with elevators linking inbound and outbound station platforms. The new facility will be fully ADA accessible.

SEPTA is partnering with PennDOT and Amtrak to advance this project. SEPTA is using prior year earmark funds in the amount of \$7.61 million and FY 2020-2023 funding in the amount \$55.7 million. Additional funding is being provided by MPMS# 47979.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CAP	1514						2,903								
CAP	LOC						97								
CAP	1514							6,475							
CAP	LOC							216							
CAP	1514								19,452						
CAP	LOC								648						
CAP	1514									25,065					
CAP	LOC									835					
		0	0	0	0	0	3,000	6,691	20,100	25,900	0	0	0		
		Total FY2015-2018				0	Total FY2019-2022				29,791	Total FY2023-2026			25,900

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M3

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	28,447											
CAP	5307	27,113											
CAP	1514	13,974											
CAP	LOC	466											
CAP	5307		20,000										
CAP	5337		36,360										
CAP	1514		14,168										
CAP	LOC		472										
CAP	5307			9,736									
CAP	5337			37,160									
CAP	1514			24,294									
CAP	LOC			810									
CAP	5307				15,182								
CAP	5337				32,515								
CAP	1514				24,487								
CAP	LOC				816								
CAP	5307					20,000							
CAP	5337					38,760							
CAP	1514					14,749							
CAP	LOC					491							
CAP	5307						20,000						
CAP	5337						39,560						
CAP	1514						14,942						
CAP	LOC						498						
CAP	5337							40,360					
CAP	5307							20,000					
CAP	1514							15,136					
CAP	LOC							504					
CAP	5307								19,295				
CAP	5337								41,160				
CAP	1514								16,011				
CAP	LOC								534				
CAP	5307									17,955			
CAP	5337									41,960			
CAP	1514									17,502			
CAP	LOC									583			
CAP	5307										19,563		

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAP 5337										41,154			
CAP 1514										17,693			
CAP LOC										590			
CAP 5307											21,827		
CAP 5337											39,690		
CAP 1514											17,887		
CAP LOC											596		
CAP 5307												24,131	
CAP 5337												38,182	
CAP 1514												18,084	
CAP LOC												603	
	<b>70,000</b>	<b>71,000</b>	<b>72,000</b>	<b>73,000</b>	<b>74,000</b>	<b>75,000</b>	<b>76,000</b>	<b>77,000</b>	<b>78,000</b>	<b>79,000</b>	<b>80,000</b>	<b>81,000</b>	
	<b>Total FY2015-2018</b>			<b>286,000</b>	<b>Total FY2019-2022</b>			<b>302,000</b>	<b>Total FY2023-2026</b>			<b>318,000</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M10

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5307	4,800											
PUR	1514	1,161											
PUR	LOC	39											
PUR	5307		3,600										
PUR	1514		871										
PUR	LOC		29										
PUR	5307			4,800									
PUR	1514			1,161									
PUR	LOC			39									
PUR	1514				5,806								
PUR	LOC				194								
PUR	5307					4,800							
PUR	1514					1,161							
PUR	LOC					39							
PUR	5307						4,800						
PUR	1514						1,161						
PUR	LOC						39						
PUR	5307							4,800					
PUR	1514							1,161					
PUR	LOC							39					
PUR	5307								4,800				
PUR	1514								1,161				
PUR	LOC								39				
PUR	5307									4,800			
PUR	1514									1,161			
PUR	LOC									39			
PUR	5307										4,800		
PUR	1514										1,161		
PUR	LOC										39		
PUR	5307											4,800	
PUR	1514											1,161	
PUR	LOC											39	
PUR	5307												4,800
PUR	1514												1,161
PUR	LOC												39
		6,000	4,500	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2015-2018		22,500		Total FY2019-2022		24,000		Total FY2023-2026		24,000	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M5

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The New Payment Technologies (NPT) Project will modernize SEPTA's antiquated fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) At vending machines or ticket offices; 2) Automatically through an account with SEPTA; or 3) Through an on-line transaction.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

A contract was awarded to ACS Transport Solutions, Inc. (now a subsidiary of Xerox Corporation) in November 2011. The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone of the rail transit system, and advance pilot testing of the NPT system, and is scheduled to conclude by the end of 2013. Phase 2 will include the installation of the system on Rail Transit, Trolley and Bus fleets and pilot testing on Regional Rail, and is scheduled to be deployed by Spring of 2014. Phase 3 will include the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments. These segments are scheduled to be deployed by the end of 2014.

Companion projects supporting the NPT project include: Bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Broad Street Subway, Market Frankford and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; remote Railroad station waiting room security; and 30th Street Railroad station ticket office/vendor relocations. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to finance this project. The total project cost includes the loan repayment, interest on the loan and companion project costs.

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$25.5 million was provided in prior years. Funding in the amount of \$203.3 million is programmed in Fiscal Years 2015-2018.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	17,073											
CAP	1514	4,131											
CAP	LOC	138											
CAP	5307		25,562										
CAP	1514		12,037										
CAP	LOC		401										
CAP	5307			54,000									
CAP	1514			13,065									
CAP	LOC			435									
CAP	5307				61,200								
CAP	1514				14,807								
CAP	LOC				493								
		<b>21,342</b>	<b>38,000</b>	<b>67,500</b>	<b>76,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>203,342</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 60636** *Elwyn to Wawa Rail Restoration*

**Return**

**LIMITS:** Elwyn to Wawa, Delaware County

No Let Date

**MUNICIPALITIES:** Middletown Township

MRPID:P

**IMPROVEMENT:** Transit Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Developed Community

IPD: 2

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B

This project will provide for a three mile restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus in Wawa, Delaware County.

The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; and communications system improvements.

Additional project elements include the replacement of three bridges, rehabilitation of one bridge and three culverts, the construction of a railcar storage/layover yard and crew facility on SEPTA property in Lenni, Delaware County. A new traffic intersection and access road connecting U.S. Route 1, a major highway artery in the area, to the station will be constructed. The new facility will be fully ADA compliant. The new terminus at Wawa will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; and a 500+ car parking deck.

The total cost of the Elywn to Wawa Rail Restoration project is \$127.2 million. The project includes prior funds, in the amount of \$21.2 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	1514			1,935										
CAP	LOC			65										
CAP	1514				5,323									
CAP	LOC				177									
CAP	1514					33,145								
CAP	LOC					1,105								
CAP	1514						32,438							
CAP	LOC						1,081							
CAP	1514							29,643						
CAP	LOC							988						
		0	0	2,000	5,500	34,250	33,519	30,631	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>7,500</b>	<b>Total FY2019-2022</b>			<b>98,400</b>	<b>Total FY2023-2026</b>				<b>0</b>

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

LIMITS: System-wide

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M10

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the replacement and addition of rail cars, locomotives, and trolleys. New vehicles will replace those that have exceeded their useful life. To accommodate increased ridership, SEPTA is evaluating opportunities to increase capacity on the rail system. SEPTA is analyzing the feasibility of operating bi-level coaches on the Regional Rail, and articulated Trolley cars. Planned procurements include:

- Diesel-electric locomotives to replace Bombardier Push-Pull Locomotives.
- New bi-level coaches.
- Trolleys to replace the Kawaski trolleys built in 1981 and Presidential Conference Committee (PCC-II) cars originally manufactured in 1947 and rebuilt in 2003-2004.
- Railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	1514		29,032										
PUR	LOC		968										
PUR	1514			29,032									
PUR	LOC			968									
PUR	1514				67,742								
PUR	LOC				2,258								
PUR	1514					67,742							
PUR	LOC					2,258							
PUR	1514						92,904						
PUR	LOC						3,096						
PUR	1514							92,904					
PUR	LOC							3,096					
PUR	1514								118,066				
PUR	LOC								3,934				
PUR	1514									118,066			
PUR	LOC									3,934			
PUR	1514										145,646		
PUR	LOC										4,854		
PUR	1514											145,646	
PUR	LOC											4,854	
PUR	1514												145,646
PUR	LOC												4,854
		0	30,000	30,000	70,000	70,000	96,000	96,000	122,000	122,000	150,500	150,500	150,500
		Total FY2015-2018		130,000		Total FY2019-2022		384,000		Total FY2023-2026		573,500	

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60651**      **Substation Improvement Program**

**LIMITS:** System-wide railroad substations

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Transit Improvements

**FC:**

AQ Code:M6

**DVRPC PLANNING AREA:**

IPD: 0

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality. Substations that will be renovated/replaced as part of this program include:

#### Railroad Substations

- 18th/12th/Portal - \$7 million (FY 2021-2024)
- Ambler - \$11.5 million (Prior Years, FY 2015-2016)
- Bethayres - \$12.9 million (FY 2015-2017)
- Brill - \$12.8 million (FY 2024-2026, Future Years)
- Chestnut Hill East - \$7.7 million (FY 2016 Design; FY2018-2022 Construction)
- Doylestown - \$8.8 million (FY 2022-2024)
- Hatboro - \$7.7 million (FY 2016-2022)
- Jenkintown - \$42.2 million (Prior Years, FY 2015-2018)
- Lansdale - \$11 million (FY 2015-2017)
- Lenni/Morton - \$20.1 million (Prior Years, FY 2015-2017)
- Neshaminy - \$10.75 million (FY 2016 Design; FY 2020-2022 Construction)
- Wayne Junction Static Frequency Converters - \$50 million (FY 2015- 2023)
- Wood - \$27.5 million (FY 2017-2020)
- Yardley - \$10.75 million (FY 2017-2019)

#### Transit Substations

- Broad - \$6.9 million (2016 Design; FY 2023-2024 Construction)
- Castor - \$2.2 million (2016 Design; FY 2017-2020 Construction)
- Clifton - \$2.4 million (Prior Years, FY 2015-2016)
- Ellen - \$4.8 million (2016 Design; FY 2021-2023 Construction)
- Louden - \$5.5 million (2016 Design; FY 2024-2026 Construction)
- Market - \$9.3 million (2016 Design; FY 2018-2020 Construction)
- Park - \$5.4 million (2016 Design; FY 2017-2019 Construction)
- Ranstead - \$6.5 million (2016 Design; FY 2024-2026 Construction)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	29,603											
CAP	LOC	987											
CAP	1514		38,226										
CAP	LOC		1,274										
CAP	1514			27,029									
CAP	LOC			901									
CAP	1514				18,523								
CAP	LOC				617								
CAP	1514					23,038							
CAP	LOC					768							
CAP	1514						18,752						
CAP	LOC						625						
CAP	1514							17,855					
CAP	LOC							595					
CAP	1514								19,587				
CAP	LOC								653				



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## SEPTA

CAP 1514									19,252				
CAP LOC									642				
CAP 1514										18,392			
CAP LOC										613			
CAP 1514											19,198		
CAP LOC											640		
CAP 1514												15,204	
CAP LOC												507	
	<b>30,590</b>	<b>39,500</b>	<b>27,930</b>	<b>19,140</b>						<b>19,894</b>	<b>19,005</b>	<b>19,838</b>	<b>15,711</b>
	<b>Total FY2015-2018</b>				<b>117,160</b>					<b>Total FY2019-2022</b>		<b>81,873</b>	
										<b>Total FY2023-2026</b>		<b>74,448</b>	

### MPMS# 60655 Levittown Intermodal Facility Improvements (B)

LIMITS: Levittown station in Bucks County

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M8

DVRPC PLANNING AREA:

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I, 12A

This project provides for improvements to Levittown Station on the Trenton Regional Rail Line. Levittown Station improvements consist of new high level platforms with canopies, replacement of the station building, parking improvements, storm water management, ADA accessibility improvements, new signage, lighting and passenger amenities. There will also be a new pedestrian overpass to replace the old tunnel, bus shelters and bus loops to promote intermodal access, improved traffic flow and safety for motorists and pedestrians.

The total project cost is \$37.4 million. Funding in the amount of \$7.4 million was provided in prior years.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	1514	7,742												
CAP	LOC	258												
CAP	1514		7,742											
CAP	LOC		258											
CAP	1514			7,742										
CAP	LOC			258										
CAP	1514				5,807									
CAP	LOC				193									
		<b>8,000</b>	<b>8,000</b>	<b>8,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>30,000</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 73214**      **Ardmore Transportation Center**

**LIMITS:** Ardmore Station in Montgomery County

No Let Date

**MUNICIPALITIES:** Lower Merion Township

**IMPROVEMENT:** Transit Improvements

**FC:**

AQ Code:2035o

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

The Ardmore Station improvement project will be completed in two phases.

Phase I includes construction of high level boarding platforms, tunnel ADA improvements, elevators, stairs, and ramps to access the platforms; canopies and shelters; passenger amenities; improved lighting; landscaping and site improvements; new signage and paving; and new underground stormwater system in the existing Township parking lot. Demolition of the existing Amtrak station building to facilitate the installation of high level platforms. Phase 1 to include final design of the garage and construction of foundations for the garage (Phase II).

Phase I is being funded with prior year funding, future FTA Section 5310 funding applications, and \$3.5 million in Redevelopment Assistance Capital Program (RACP) funds between Lower Merion Township and the Commonwealth of Pennsylvania.

Phase II will include the construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces, depending on design and funding availability, and an enclosed space for ticketing and passenger waiting. This second phase will be advanced when funding is identified.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	RACP	3,500														
		3,500	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2015-2018</b>			<b>3,500</b>			<b>Total FY2019-2022</b>			<b>0</b>			<b>Total FY2023-2026</b>		<b>0</b>

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M8

DVRPC PLANNING AREA:

IPD: 3

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program provides for the reconstruction or rehabilitation of bus, transit and regional rail stations and terminals. Program elements may include the total replacement of all station and loop facility components, as well 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. These projects potentially provide opportunities for participation with SEPTA by private developers and municipalities. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Transit and Regional Rail Facilities that will be reconstructed/rehabilitated as part of this program include:

### Railroad Stations

- Conshohocken Station - \$15 million (FY 2017-2020)
- Devon Station - \$20 million (FY 2026, Future Years)
- East Falls Station - \$19.5 million (FY 2017-2021)
- Hatboro Station - \$6.5 million (FY 2024-2025)
- Jenkintown Station High Level Platforms - \$25.3 million (Prior Years, FY 2020-2023)
- Lawndale Station - \$11.5 million (FY 2024-2025)
- Marcus Hook Station - \$22.5 million (FY 2024-2026, Future Years)
- Roslyn Station - \$6.5 million (FY 2024-2025)
- Secane Station - \$23.1 million (FY 2015-2018)
- Willow Grove Station - \$6.5 million (FY 2017-2022)
- Wyndmoor Station - \$19.5 million (FY 2024-2026)
- Wynnewood Station - \$20 million (FY 2026, Future Years)
- Yardley Station - \$5.5 million (FY 2016-2019)

### Transit Stations

- 5th Street Station - \$13 million (Prior Years, FY 2016-2019)
- 19th Street Station - \$9.5 million (FY 2021-2023)
- 69th Street Transportation Center West End Terminal Rehabilitation - \$13 million (Prior Years, FY 2015)
- Fairmount Station - \$18 million (FY 2026, Future Years)
- Hunting Park Station - \$5.5 million (FY 2024-2025)
- Margaret-Orthodox Station - \$32.3 million (FY 2015-2017)
- Wyoming Avenue Station - \$5 million (FY 2017-2020)

Bus Loop Program - \$7.3 million (FY 2015-2020)

Center City Concourses Improvements - \$53.5 million (FY 2015-2026)

Elevator/Escalator Program - \$22.8 million (FY 2024-2026, Future Years)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5307	1,637											
CAP	1514	14,661											
CAP	LOC	489											
CAP	5307		1,600										
CAP	1514		18,494										
CAP	LOC		616										
CAP	5307			1,600									
CAP	1514			19,530									
CAP	LOC			651									
CAP	5307				1,600								
CAP	1514				14,361								
CAP	LOC				479								

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## SEPTA

CAP	5307				4,800															
CAP	1514				18,484															
CAP	LOC				616															
CAP	1514					16,558														
CAP	LOC					552														
CAP	1514						16,819													
CAP	LOC						561													
CAP	1514							19,781												
CAP	LOC							659												
CAP	1514								21,968											
CAP	LOC								732											
CAP	1514									23,352										
CAP	LOC									778										
CAP	1514										29,236									
CAP	LOC										974									
CAP	1514											29,129								
CAP	LOC											971								
		16,787	20,710	21,781	16,440	23,900	17,110	17,380	20,440	22,700	24,130	30,210	30,100							
		Total FY2015-2018		75,718		Total FY2019-2022		78,830		Total FY2023-2026		107,140								

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 90497 *Infrastructure Safety and Renewal Program*

LIMITS: System-wide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M9

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; fencing; and grade crossing improvements.
- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.
- Signals and Communications Systems: Rehabilitation of signal systems and select communications equipment.
- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.
- Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, bridges and other support functions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ERC	1514	34,355											
ERC	LOC	1,145											
ERC	1514		34,355										
ERC	LOC		1,145										
ERC	1514			34,355									
ERC	LOC			1,145									
ERC	1514				34,355								
ERC	LOC				1,145								
ERC	1514					34,355							
ERC	LOC					1,145							
ERC	1514						34,355						
ERC	LOC						1,145						
ERC	1514							34,355					
ERC	LOC							1,145					
ERC	1514								34,355				
ERC	LOC								1,145				
ERC	1514									34,355			
ERC	LOC									1,145			
ERC	1514										34,355		
ERC	LOC										1,145		
ERC	1514											34,355	
ERC	LOC											1,145	
ERC	1514												34,355
ERC	LOC												1,145
		<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>	<b>35,500</b>
		<b>Total FY2015-2018</b>		<b>142,000</b>		<b>Total FY2019-2022</b>		<b>142,000</b>		<b>Total FY2023-2026</b>		<b>142,000</b>	

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS: System-wide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M10

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the annual acquisition of different size buses based upon needs and route characteristics including vehicles that have exceeded their useful life and are in need of replacement. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes.

Each new 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 low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years and 4) Introduction of new technology to the fleet.

SEPTA's current bus fleet includes 472 hybrid (diesel/electric) buses, which represents approximately one-third of the total fleet. The quantity of hybrid buses makes SEPTA one of the largest public transit operators of hybrid buses in the country. SEPTA was successful in receiving federal discretionary grants to assist in the funding of hybrid buses and is currently seeking additional federal discretionary funds for the final delivery increment of forty 60-Foot buses.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PUR	5339	8,234											
PUR	5307	1,316											
PUR	1514	6,444											
PUR	LOC	215											
PUR	5307		22,683										
PUR	5339		8,234										
PUR	1514		11,613										
PUR	LOC		387										
PUR	5339			8,234									
PUR	1514			33,564									
PUR	LOC			1,119									
PUR	5339				8,234								
PUR	1514				33,564								
PUR	LOC				1,119								
PUR	5307					30,683							
PUR	5339					8,234							
PUR	1514					13,549							
PUR	LOC					452							
PUR	5307						30,683						
PUR	5339						8,234						
PUR	1514						13,549						

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## SEPTA

PUR	LOC					452							
PUR	5339						8,234						
PUR	5307						30,683						
PUR	1514						13,549						
PUR	LOC						452						
PUR	5307							30,683					
PUR	5339							8,234					
PUR	1514							13,549					
PUR	LOC							452					
PUR	5307								30,683				
PUR	5339								8,234				
PUR	1514								13,549				
PUR	LOC								452				
PUR	5307									30,683			
PUR	5339									8,234			
PUR	1514									13,549			
PUR	LOC									452			
PUR	5307										30,683		
PUR	5339										8,234		
PUR	1514										13,549		
PUR	LOC										452		
		16,209	42,917	42,917	42,917	52,918	52,918	52,918	52,918	52,918	52,918	52,918	52,918
		Total FY2015-2018		144,960		Total FY2019-2022		211,672		Total FY2023-2026		211,672	

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 90600 SEPTA Reserve Line Item

LIMITS: No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Transit Improvements FC: AQ Code:NRS

DVRPC PLANNING AREA: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

State and local funding is being reserved to match discretionary federal grant applications, which SEPTA has submitted for funding consideration.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CAP	1514	19,355													
CAP	LOC	645													
CAP	1514		4,839												
CAP	LOC		161												
CAP	1514			4,839											
CAP	LOC			161											
CAP	1514				4,839										
CAP	LOC				161										
CAP	1514					4,839									
CAP	LOC					161									
		20,000	5,000	5,000	5,000	5,000	0	0	0	0	0	0	0		
		Total FY2015-2018			35,000	Total FY2019-2022				5,000	Total FY2023-2026				0



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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 93588 *Exton Station*

Return

LIMITS: Chester County

No Let Date

MUNICIPALITIES: West Whiteland Township

IMPROVEMENT: Transit Improvements

FC:

AQ Code:2025O

DVRPC PLANNING AREA: Growing Suburb

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project, which will be advanced in Phases, will provide for the construction of high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line.

Phase I will include the construction of high-level platforms with canopies and wind screens, and a station building. The platforms, stairs, ramps, sidewalks and pathways will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided as part of the project. The total cost of Phase I is \$17.7 million. Of that amount, \$16.8 million is programmed in FY 2015-2017 and the balance is being provided by prior year funds.

Phase 2 includes a fully accessible, multi-level, parking garage with pathways to the station platforms and bus circulation loops with shelters. The total cost of Phase II, in the amount of \$39.5 million, is programmed in FY 2018-2022.

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,187											
CAP	LOC	173											
CAP	1514		5,536										
CAP	LOC		184										
CAP	1514			5,536									
CAP	LOC			184									
CAP	1514				1,936								
CAP	LOC				64								
CAP	1514					5,584							
CAP	LOC					186							
CAP	1514						11,129						
CAP	LOC						371						
CAP	1514							11,274					
CAP	LOC							376					
CAP	1514								8,303				
CAP	LOC								277				
		5,360	5,720	5,720	2,000	5,770	11,500	11,650	8,580	0	0	0	0
		Total FY2015-2018		18,800		Total FY2019-2022		37,500		Total FY2023-2026			0

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 95402 *Bridge Improvement Program*

LIMITS: System-wide bridges

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M9

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line 5 Bridges - \$30 million (FY 2024-2026, Future Years)
- Chestnut Hill West Regional Rail Line Bridge 0.35 replacement - \$7.6 million (Prior Years, FY 2015)
- Chestnut Hill West Regional Rail Line 7 Bridges - \$35 million (FY 2016-2020)
- Media/Elwyn Regional Rail Line Crum Creek Viaduct Replacement - \$77.5 million (Prior Years, FY 2015-2020)
- Media/Elwyn Regional Rail Line, Viaduct Timber Replacement and Painting - \$43.3 million (Prior Years, FY 2015-2019)
- Norristown High Speed Line (NHSL) Bridge 0.15 Replacement - \$15.5 million (FY 2016-2020)
- Norristown High Speed Line (NHSL) Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$30.5 million (FY 2020-2024)
- Regional Rail Mainline, 30th Street Station to Suburban Station over Schuylkill River - \$56 million (FY 2022-2026)
- Regional Rail Line Stone Arch Bridges - \$8.8 million (Prior Years, FY 2015-2017)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	36,678											
CAP	LOC	1,222											
CAP	1514		31,065										
CAP	LOC		1,035										
CAP	1514			19,587									
CAP	LOC			653									
CAP	1514				14,516								
CAP	LOC				484								
CAP	1514					17,178							
CAP	LOC					572							
CAP	1514						16,036						
CAP	LOC						534						
CAP	1514							14,032					
CAP	LOC							468					
CAP	1514								14,323				
CAP	LOC								477				
CAP	1514									14,245			
CAP	LOC									475			
CAP	1514										14,255		
CAP	LOC										475		
CAP	1514											14,419	
CAP	LOC											481	
CAP	1514												13,694
CAP	LOC												456
		<b>37,900</b>	<b>32,100</b>	<b>20,240</b>	<b>15,000</b>	<b>17,750</b>	<b>16,570</b>	<b>14,500</b>	<b>14,800</b>	<b>14,720</b>	<b>14,730</b>	<b>14,900</b>	<b>14,150</b>
		<b>Total FY2015-2018</b>		<b>105,240</b>		<b>Total FY2019-2022</b>		<b>63,620</b>		<b>Total FY2023-2026</b>		<b>58,500</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 98235**      *West Trenton Line Separation Project*

**LIMITS:** Woodbourne, PA to West Trenton NJ

No Let Date

**MUNICIPALITIES:** Various

**IMPROVEMENT:** Transit Improvements

**FC:**

AQ Code:M9

**DVRPC PLANNING AREA:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project provides for the separation of SEPTA's Regional Rail service from CSX freight rail service on the West Trenton Line via construction of a third track and other infrastructure improvements. SEPTA operates passenger rail service along a six-mile portion of track owned by CSX between the Woodbourne and West Trenton Stations. By upgrading this six-mile stretch, including construction of a new four-mile track on the main portion for passenger trains, SEPTA and CSX will be able to relieve congestion in this busy corridor. Improvements to existing track and other infrastructure such as interlockings, catenary and signal systems will allow for more efficient operations.

The project will permit SEPTA to fully implement Positive Train Control (PTC), the signal-based rail safety system. The Positive Train Control project is programmed under MPMS # 60255, Regional Rail Signal Modernization Program.

The total project cost is \$38.8 million with prior funding in the amount of \$33 million. Funding in the amount of \$5.8 million is programmed in FY 2015

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	5307	4,640												
CAP	1514	1,123												
CAP	LOC	37												
		<b>5,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>	<b>5,800</b>		<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102565 *Track Improvement Program*

New

LIMITS: Regionwide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M9

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 359 one-way route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects across the transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers.

- Market-Frankford Elevated (MFSE) Bridge Street Yard - \$3 million (FY 2022-2023)
- Media-Sharon Hill Line (MSHL) Yard Tracks - \$3 million (FY 2019)
- Norristown High Speed Line (NHSL) Track and Equipment - \$26 million (Prior Years, FY 2015-2021)
- Norrisown Regional Rail Line 3rd Track - \$32.3 million (FY 2025-2026, Future Years)
- Regional Rail Special Works Program - \$2 million (FY 2023)
- Rt. 11 & Rt. 36 Track Renewal - \$5.7 million (FY 2023-2024)
- Rt. 15 Girard Ave. & Richmond St. Track Renewal - \$3.4 million (FY 2015-2016)
- Rt. 102 Woodlawn Avenue Track Renewal - \$4.4 million (Prior Years, FY 2015-2016)
- Subway-Surface Trolley Tunnel - \$6.6 million (FY 2015-2016)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CAP	5337	1,600												
CAP	1514	7,897												
CAP	LOC	263												
CAP	5337		354											
CAP	1514		7,128											
CAP	LOC		238											
CAP	1514			3,871										
CAP	LOC			129										
CAP	1514				3,871									
CAP	LOC				129									
CAP	1514					3,871								
CAP	LOC					129								
CAP	1514						3,871							
CAP	LOC						129							
CAP	1514							3,871						
CAP	LOC							129						
CAP	1514								4,113					
CAP	LOC								137					
CAP	1514									4,839				
CAP	LOC									161				
CAP	1514										4,307			
CAP	LOC										143			
CAP	1514											4,065		
CAP	LOC											135		
CAP	1514												4,439	
CAP	LOC												148	
		<b>9,760</b>	<b>7,720</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,250</b>	<b>5,000</b>	<b>4,450</b>	<b>4,200</b>	<b>4,587</b>	
		<b>Total FY2015-2018</b>			<b>25,480</b>		<b>Total FY2019-2022</b>			<b>16,250</b>		<b>Total FY2023-2026</b>		<b>18,237</b>

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102566 *Route 23 and 56 Rail Restoration*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Transit Improvements

FC:

AQ Code:X1

DVRPC PLANNING AREA: Core City

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for a feasibility study and preliminary engineering for the restoration of trolley service to Routes 23 and 56. These routes are located in the City of Philadelphia and are currently served by buses.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
ERC	1514												1,936	
ERC	LOC												64	
		0	0	0	0	0	0	0	0	0	0	0	2,000	
		Total FY2015-2018			0	Total FY2019-2022				0	Total FY2023-2026			2,000

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102567 *Roof Improvement Program*

New

LIMITS: Regionwide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M8

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will improve maintenance and transportation facility, and station building roofs. Currently programmed projects include:

- 2nd & Wyoming / Berridge Shop - \$15.8 million (Prior Years, FY 2015-2017)
- 69th Street Terminal / MSHL Shop - \$14.1 million (Prior Years, FY 2015-2020)
- 5800 Bustleton Maintenance Shop - \$1.8 million (FY 2021-2023)
- Broad Substation Roof - \$2 million (FY 2016-2018)
- Callowhill Bus Garage - \$11.8 million (Prior Years, FY 2015-2017)
- Comly Bus Facility - \$7.7 million (FY 2022-2024)
- Courtland Shop - \$7.2 million (FY 2019-2021)
- Frazer Shop - \$6.8 million (FY 2016-2020)
- Frontier Bus Facility - \$3.5 million (FY 2016-2019)
- Norristown High Speed Line (NHSL) Car Shop - \$7 million (FY 2021-2023)
- Overbrook Maintenance Facility - \$7.6 million (FY 2016-2019)
- Roberts Carhouse & Car Wash Roof - \$1.7 million (Prior Years, FY 2015)
- Sansom Substation Roof - \$2 million (FY 2016-2018)
- Southern Bus Facility - \$7.7 million (FY 2021-2023)
- Stations Roof Program - \$7 million (FY 2024-2025, Future Years)
- Temple Station - \$1.5 million (FY 2015)
- Woodland Rail Shop - \$6.1 million (FY 2016-2019)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	8,861											
CAP	LOC	295											
CAP	1514		10,157										
CAP	LOC		338										
CAP	1514			12,545									
CAP	LOC			418									
CAP	1514				10,258								
CAP	LOC				342								
CAP	1514					12,000							
CAP	LOC					400							
CAP	1514						8,952						
CAP	LOC						298						
CAP	1514							6,968					
CAP	LOC							232					
CAP	1514								7,597				
CAP	LOC								253				
CAP	1514									5,565			
CAP	LOC									185			
CAP	1514										5,419		
CAP	LOC										181		
CAP	1514											5,516	
CAP	LOC											184	
CAP	1514												1,839
CAP	LOC												61
		<b>9,156</b>	<b>10,495</b>	<b>12,963</b>	<b>10,600</b>	<b>12,400</b>	<b>9,250</b>	<b>7,200</b>	<b>7,850</b>	<b>5,750</b>	<b>5,600</b>	<b>5,700</b>	<b>1,900</b>
		<b>Total FY2015-2018</b>		<b>43,214</b>		<b>Total FY2019-2022</b>		<b>36,700</b>		<b>Total FY2023-2026</b>		<b>18,950</b>	

Pennsylvania - Transit Program (Status: TIP)

**SEPTA**

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

New

LIMITS: Regionwide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M8

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; construction of a new transportation building; and paving improvements. Currently programmed projects include:

- 69th Street Terminal Bus Road - \$1 million (FY 2015-2016)
- Allegheny Fire Suppression - \$5.1 million (Prior Years, FY 2015-2016)
- Allegheny Washer - \$3.6 million (Prior Years, FY 2015-2017)
- Boiler Program - \$16.5 million (Prior Years, FY 2015-2026)
- Bus Lift Program - \$10 million (2023-2026, Future Years)
- Frankford Transportation Building - \$2.7 million (Prior Years, FY 2015-2016)
- Frazer Washer - \$3.4 million (FY 2016-2019)
- Frontier Paving - \$1.3 million (FY 2025)
- Frontier Washer - \$1.75 million (FY 2017-2019)
- Garage and Shop Door Replacement Program - \$6.3 million (FY 2023-2026, Future Years)
- Lift Program - \$10 million (FY 2023-2026, Future Years)
- Midvale Washer - \$3.6 million (Prior Years, FY 2015-2016)
- Overbrook Washer - \$3.2 million (FY 2024-2025)
- Pump Room Program - \$10 million (FY 2023-2026, Future Years)
- Southern Depot Paving - \$3 million (FY 2016-2017)
- Steel Wheel Lift Program - \$18 million (FY 2015-2026)
- Storage Tank Program - \$20 million (FY 2015-2026)
- Washer Program - \$7 million (FY 2023-2026, Future Years)
- Wheel Truing Program - \$15 million (FY 2015-2026)
- Woodland Fire Suppression - \$2.8 million (Prior Years, FY 2015-2016)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	5,535											
CAP	LOC	185											
CAP	1514		10,200										
CAP	LOC		340										
CAP	1514			6,232									
CAP	LOC			208									
CAP	1514				5,323								
CAP	LOC				177								
CAP	1514					5,807							
CAP	LOC					193							
CAP	1514						6,242						
CAP	LOC						208						
CAP	1514							6,242					
CAP	LOC							208					
CAP	1514								7,210				
CAP	LOC								240				
CAP	1514									7,210			
CAP	LOC									240			
CAP	1514										10,094		
CAP	LOC										336		
CAP	1514											12,552	
CAP	LOC											418	
CAP	1514												15,194



# Draft DVRPC FY 2015-2018 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAP	LOC													506
		5,720	10,540	6,440	5,500	6,000	6,450	6,450	7,450	7,450	10,430	12,970	15,700	
		Total FY2015-2018		28,200	Total FY2019-2022		26,350	Total FY2023-2026		46,550				

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102571 *Communications & Signal Improvements*

New

LIMITS: Regionwide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M6

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair. As part of this program, SEPTA will rehabilitate various grade crossings and interlockings, upgrade the Computer Aided Radio Dispatch (CARD) system, and begin installing real-time passenger information systems at railroad and transit stations. Currently programmed projects include:

- Arsenal Interlocking - \$27 million (FY 2017-2021)
- Beth Interlocking - \$14 million (FY 2017-2023)
- Broad Street Subway Ridge Spur Signals - \$6.5 million (Prior Years, FY 2015-2018)
- CARD System Replacement - \$32.5 million (FY 2016-2022)
- Hunt/Wayne Interlocking - \$14 million (FY 2016-2023)
- Information Technology Program - \$60 million (FY 2015-2026)
- Media-Sharon Hill Line (MSHL) Grade Crossing Improvements - \$3.4 million (Prior Years, FY 2015-2017)
- Media-Sharon Hill Line (MSHL) Signals and Interlocking Improvements - \$35.2 million (Prior Years, FY 2015-2019)
- Real Time Information / AVPA - \$26.5 million (FY 2015-2022)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	1514	17,758											
CAP	LOC	592											
CAP	1514		16,974										
CAP	LOC		566										
CAP	1514			17,700									
CAP	LOC			590									
CAP	1514				14,429								
CAP	LOC				481								
CAP	5307					4,000							
CAP	1514					10,452							
CAP	LOC					348							
CAP	5307						4,000						
CAP	1514						10,094						
CAP	LOC						336						
CAP	5307							4,000					
CAP	1514							15,555					
CAP	LOC							518					
CAP	5307								4,000				
CAP	1514								21,578				
CAP	LOC								719				
CAP	5307									3,160			
CAP	1514									17,749			
CAP	LOC									591			
CAP	5307										936		
CAP	1514										15,546		
CAP	LOC										518		
CAP	1514											10,645	
CAP	LOC											355	
CAP	1514												10,645
CAP	LOC												355

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

18,350	17,540	18,290	14,910	14,800	14,430	20,073	26,297	21,500	17,000	11,000	11,000
Total FY2015-2018		69,090		Total FY2019-2022		75,600		Total FY2023-2026		60,500	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102573 *Catenary Improvements*

New

LIMITS: Regionwide

No Let Date

MUNICIPALITIES:

IMPROVEMENT: Transit Improvements

FC:

AQ Code:M6

DVRPC PLANNING AREA:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace and upgrade catenary throughout the SEPTA system. This will bring power subsystems to a state of good repair. Currently programmed projects include:

- 30th Street to Arsenal Interlocking - \$4.3 million (FY 2016-2018)
- 30th Street West - \$77 million (FY 2015-2022)
- Airport Line - \$7 million (FY 2023-2026)
- Arsenal Interlocking Design - \$500,000 (FY 2016-2018). Construction funding programmed under MPMS #99998.
- Chestnut Hill East Line - \$5.5 million (FY 2024-2026)
- Fox Chase Line - \$2.8 million (FY 2023)
- Media/Elwyn Line - \$10.7 million (Prior Years, FY 2015-2016)
- System-Wide Catenary Feeder Lines - \$7 million (FY 2023-2026)
- Wayne Junction Yard - \$1.3 million (FY 2020-2021)

### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CAP	5337	1,600											
CAP	1514	19,142											
CAP	LOC	638											
CAP	5337		1,120										
CAP	1514		12,697										
CAP	LOC		423										
CAP	1514			6,455									
CAP	LOC			215									
CAP	1514				5,265								
CAP	LOC				175								
CAP	1514					6,213							
CAP	LOC					207							
CAP	1514						6,619						
CAP	LOC						221						
CAP	1514							9,997					
CAP	LOC							333					
CAP	1514								12,716				
CAP	LOC								424				
CAP	1514									6,532			
CAP	LOC									218			
CAP	1514										5,807		
CAP	LOC										193		
CAP	1514											4,839	
CAP	LOC											161	
CAP	1514												4,258
CAP	LOC												142
		<b>21,380</b>	<b>14,240</b>	<b>6,670</b>	<b>5,440</b>	<b>6,420</b>	<b>6,840</b>	<b>10,330</b>	<b>13,140</b>	<b>6,750</b>	<b>6,000</b>	<b>5,000</b>	<b>4,400</b>
		<b>Total FY2015-2018</b>		<b>47,730</b>		<b>Total FY2019-2022</b>			<b>36,730</b>	<b>Total FY2023-2026</b>		<b>22,150</b>	

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

Total For	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
SEPTA	\$548,041	\$567,311	\$567,995	\$598,724	\$2,282,071	\$2,394,939	\$2,394,813



Blank Page for Interstate Management Program Listing Tab





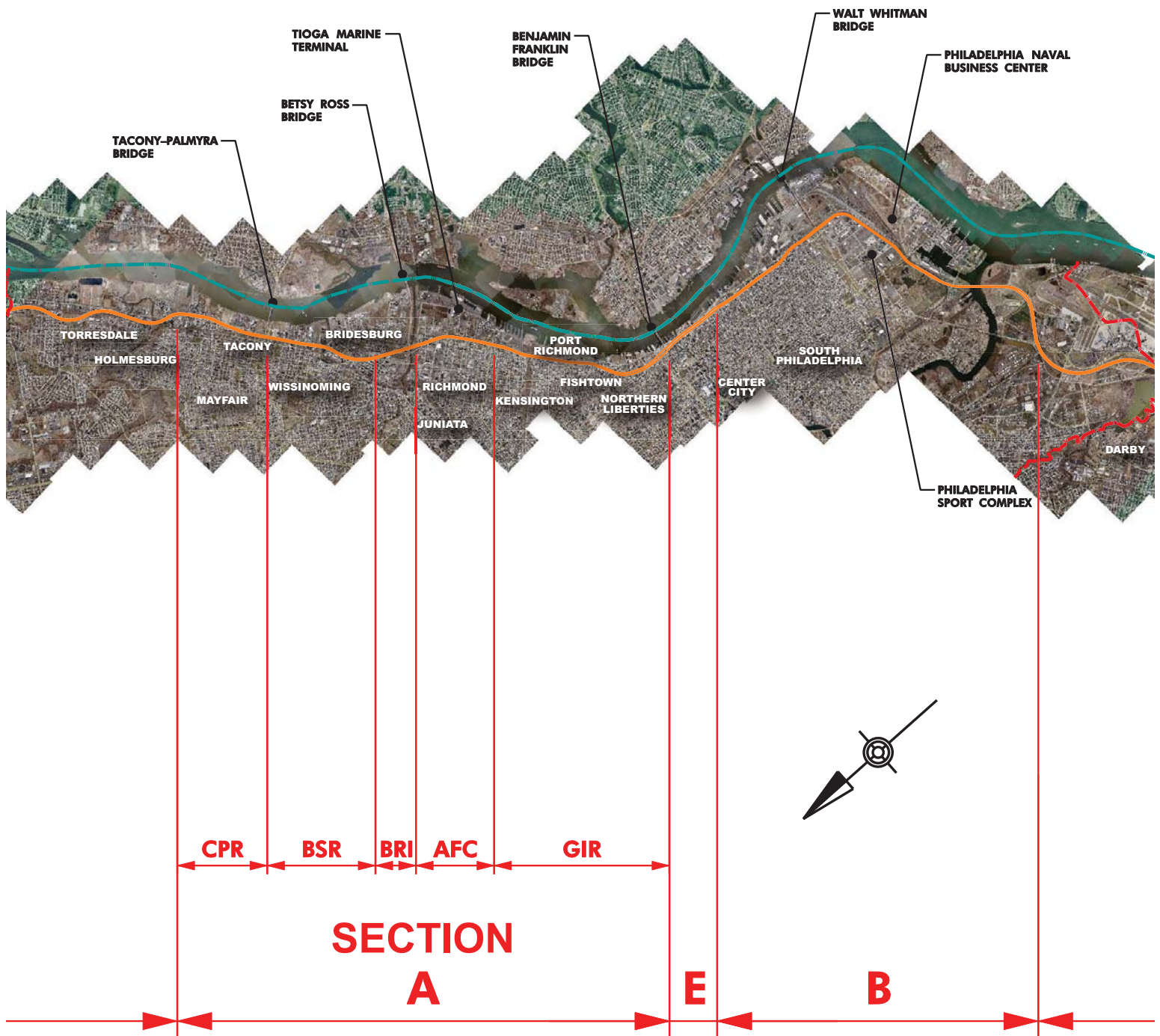
# INTERSTATE MANAGEMENT PROGRAM FOR THE FY2015 TIP FOR DVRPC SUBREGION





# I-95 Reconstruction in Philadelphia

CITY OF PHILADELPHIA



Source: Graphic provided by Michael Baker Jr., Inc. for PennDOT District 6-0.  
See I-95 Reconstruction Project Section A Roadmap for programming information on previous page.  
For more information, go to [www.95revive.com](http://www.95revive.com).



# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Delaware

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

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

DVRPC PLANNING AREA: Developed Community; Core City

IPD: 6

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP).

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

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	581									3,000					
		0	0	0	0	0	0	0	0	3,000	0	0	0		
		Total FY2015-2018				0	Total FY2019-2022				0	Total FY2023-2026			3,000

Total For Delaware	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Montgomery

**MPMS# 90099** *I-76 o/ Righters Ferry Rd (Bridge)*

**LIMITS:** Montgomery County, West City Ave Interchange

No Let Date

**MUNICIPALITIES:** Lower Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 0

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Replace or rehabilitate structurally deficient superstructure on I-76 over Righters Ferry Road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185	464													
FD	185			836											
ROW	185			109											
UTL	185			109											
CON	185					5,871									
		464	0	1,054	0	0	5,871	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>1,518</b>		<b>Total FY2019-2022</b>			<b>5,871</b>		<b>Total FY2023-2026</b>			<b>0</b>

**MPMS# 90100** *I-76 o/ Waverly Road (Bridge)*

**LIMITS:** Montgomery County; 2mi West of Gladwyne

No Let Date

**MUNICIPALITIES:** Lower Merion Township

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:** 11

AQ Code:S19

**DVRPC PLANNING AREA:** Developed Community

IPD: 1

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Replace or rehabilitate structurally deficient superstructure on I-76 over Waverly Road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
PE	185	361													
FD	185			650											
ROW	185			109											
UTL	185			109											
CON	185					4,179									
		361	0	868	0	0	4,179	0	0	0	0	0	0		
		<b>Total FY2015-2018</b>			<b>1,229</b>		<b>Total FY2019-2022</b>			<b>4,179</b>		<b>Total FY2023-2026</b>			<b>0</b>

# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 91571 I-76 o/ Mill Cr & Mill Rd (Bridge)

LIMITS: Lower Merion Township, Montgomery County

No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Bridge Repair/Replacement

FC: 11

AQ Code:S19

DVRPC PLANNING AREA: Developed Community

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project is a component of the Statewide Interstate Management Program (IMP).

Rehabilitate or replace structurally deficient bridge on Schuylkill Avenue over Mill Creek and Mill Creek Road in Lower Merion Township, Montgomery County.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
PE	185	567												
FD	185			1,022										
ROW	185			109										
UTL	185			109										
CON	185					6,567								
		567	0	1,240	0	0	6,567	0	0	0	0	0	0	
		Total FY2015-2018			1,807	Total FY2019-2022			6,567	Total FY2023-2026				0

Total For Montgomery	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$1,392	\$0	\$3,162	\$0	\$4,554	\$16,617	\$0

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79911**      **I-95: Allegheny Ave Interchange Advance Contract (AFI)**

**LIMITS:** Allegheny Avenue Interchange

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the local road improvements in support of I-95 AF2 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at Aramingo and Ontatio and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor/Bath, Castor Avenue/I-95 ramp. The project pay also include the construction of Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
ROW	581					8,115										
UTL	581					8,115										
CON	NHPP									56,444						
		0	0	0	0	16,230	0	0	0	56,444	0	0	0			
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				16,230	<b>Total FY2023-2026</b>				56,444



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

DVRPC PLANNING AREA: Core City

IPD: 3

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- \* I-95 NB over Venango Street - Replace superstructure
- \* I-95 SB over Venango Street - Replace superstructure
- \* I-95 NB over Castor Avenue - Widening and replace superstructure
- \* I-95 SB over Castor Avenue - Widening and replace superstructure
- \* I-95 NB over Richmond Street - Widening & redeck
- \* I-95 SB over Richmond Street - Widening & redeck
- \* I-95 NB over Wheatshaeaf Lane - Total replacement
- \* I-95 SB over Wheatshaeaf Lane - Total replacement
- \* Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

See also MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Construction extends beyond the 12-year period. \$160,000,000 total is cash-flowed from FY2027 to FY2030, and \$37,000,000 total is cash-flowed from FY2031 to FY2034 for construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	581						13,135						
UTL	581						5,970						
CON	NHPP									120,164			
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
		0	0	0	0	0	19,105	0	0	120,164	0	0	0
		Total FY2015-2018			0	Total FY2019-2022			19,105	Total FY2023-2026			120,164

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47813** **I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095**

**LIMITS:** Ann St. to Wheatsheaf Lane

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
PE	581				3,500								
PE	581						3,563						
FD	581					4,000							
FD	581						10,000						
FD	581							10,000					
FD	581								10,000				
FD	581									22,341			
ROW	581					2,637							
ROW	581						2,000						
UTL	581					2,914							
UTL	581						1,000						
		0	0	0	3,500	9,551	16,563	10,000	10,000	22,341	0	0	0
		<b>Total FY2015-2018</b>			<b>3,500</b>	<b>Total FY2019-2022</b>			<b>46,114</b>	<b>Total FY2023-2026</b>			<b>22,341</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79903**      **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

**LIMITS:** Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section G)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-NHP	50,000											
CON	SPK-NHP		50,000										
CON	SPK-NHP			30,000									
CON	SPK-NHP				30,000								
		<b>50,000</b>	<b>50,000</b>	<b>30,000</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>160,000</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacement, removal and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A&C, as well as associated track, signal and communication work required. In addition to the work associated with the Conrail bridges, this contract includes the replacements of both Ramp A and Ramp B structures including approach roadway work. Additional highway work includes the reconstruction of Aramingo Avenue from the Conrail Bridge south of Frankford Creek to Duncan Street including the bridge replacement over Frankford Creek. Also included is the construction of the Adams Avenue and associated ramps to connect the I-95 and Betsy Ross ramps to both Aramingo and Adams Avenue. Transmission tower, signal and communication relocations are anticipated for the replacement of the Conrail Bridge over I-95. Other utility relocations including the PWD, PECO, and PGW are required within Aramingo Avenue.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

See also MPMS #'s 47812, 79903, and 79905.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP					10,000									
CON	NHPP						40,000								
CON	NHPP							40,000							
CON	NHPP								40,000						
CON	NHPP									171,411					
		0	0	0	0	10,000	40,000	40,000	40,000	171,411	0	0	0		
		<b>Total FY2015-2018</b>				0	<b>Total FY2019-2022</b>				130,000	<b>Total FY2023-2026</b>			171,411

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

DVRPC PLANNING AREA: Core City

IPD: 4

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

Project includes the mainline construction (NB and SB) from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will remove the collector/distributor ramps which connect the local street systems to I-95 and the Betsy Ross Bridge. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek and construction of an I-95 Viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 353,000 SF of SD bridge deck. A relief Ramp YY will also be constructed from I-95 NB to the local street system (Orthodox Street). PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Construction extends beyond the 12-year period. \$130,000,000 total is cash-flowed from FY2027 to FY2030 for construction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP						15,037							
CON	NHPP							42,000						
CON	NHPP								42,000					
CON	NHPP									168,000				
CON	NHPP													
CON	NHPP													
CON	NHPP													
CON	NHPP													
		0	0	0	0	0	15,037	42,000	42,000	168,000	0	0	0	
		Total FY2015-2018				0	Total FY2019-2022			99,037	Total FY2023-2026			168,000

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Wheatsheaf Lane to Orthodox Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
FD	NHPP	2,400												
FD	581	600												
FD	NHPP		3,200											
FD	581		800											
ROW	NHPP	5,635												
ROW	581	626												
UTL	NHPP*		5,760											
UTL	581*		1,440											
		<b>9,261</b>	<b>11,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>20,461</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Relocated Carver Street to Levick Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section.

This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
- Relocate the James Street off-ramp further north and connecting it to Tacony Street via a new Carver Street underpass;
- Replace the bridges that carry I-95 over Fraley Street, Carver Street, Comly Street, and Van Kirk Street;
- Reconstruct Tacony Street from Kennedy Street to north of Carver Street; and
- Install a new traffic signal at the intersection of Tacony Street and Carver Street

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP		29,352											
CON	NHPP			29,352										
CON	NHPP				29,352									
		0	29,352	29,352	29,352	0	0	0	0	0	0	0	0	
		<b>Total FY2015-2018</b>			<b>88,056</b>		<b>Total FY2019-2022</b>			<b>0</b>		<b>Total FY2023-2026</b>		<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. This includes the replacement of the viaduct that carries I-95 over Tacony Street and Bridge Street;
- Reconstruct the Bridge Street northbound on-ramp and replace the ramp bridge over Tacony Street and Bridge Street;
- Reconstruct Tacony Street from Buckius Street to Kennedy Street; and
- Modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP			39,611									
CON	NHPP				39,611								
CON	NHPP					39,611							
CON	NHPP						39,611						
		0	0	39,611	39,611	39,611	39,611	0	0	0	0	0	0
		<b>Total FY2015-2018</b>			<b>79,222</b>	<b>Total FY2019-2022</b>			<b>79,222</b>	<b>Total FY2023-2026</b>			<b>0</b>



# Draft DVRPC FY 2015-2018 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Orthodox Street to Levick Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section. The overall section improvements of BSR consist of eliminating the lane drop at the James St. Ramp in the southbound direction and eliminating the add lane at the Bridge St. acceleration ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections. See MPMS #87784 for the local street construction work for this section.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
FD	NHPP*		7,830										
FD	581*		870										
FD	NHPP			5,400									
FD	581			600									
ROW	NHPP	4,515											
ROW	581	502											
ROW	NHPP		4,515										
ROW	581		502										
UTL	NHPP		4,727										
UTL	581		525										
UTL	NHPP			4,727									
UTL	581			525									
UTL	NHPP				4,727								
UTL	581				525								

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## Pennsylvania - Interstate Management Program

### Philadelphia

5,017	18,969	11,252	5,252	0	0	0	0	0	0	0	0				
Total FY2015-2018		40,490		Total FY2019-2022				0				Total FY2023-2026		0	

**MPMS# 79685 I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)**

**LIMITS:** Levick Street to Bleigh Avenue

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026		
CON	NHPP		6,300												
CON	581		700												
CON	NHPP			6,300											
CON	581			700											
		0	7,000	7,000	0	0	0	0	0	0	0	0	0		
<b>Total FY2015-2018</b>		<b>14,000</b>		<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>		<b>0</b>	

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47394** *I-95, Levick St. to Bleigh Ave. (CPR) (IMP) SR:0095*

**LIMITS:** Levick St. to Bleigh Ave.

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 4

**PROJECT MANAGER:** WEE

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project serves as the Design parent project for I-95 Sections CP1 and CP2. The overall section provides for the reconstruction of 8 bridges and 1.2 miles of roadway; the mainline will be reconfigured to eliminate the lane drop between the interchange ramps, and will result in 4 through lanes in each direction; widen in area of Princeton-Cottman interchange to accommodate new southbound on-ramp from Cottman Ave. and northbound on-ramp from Milnor St. This project involves the widening and reconstruction of SR 95-CPR at its modified directional interchange with SR 73 (Cottman and Princeton Aves.) in the City of Philadelphia. Constructed in the mid-1960's, I-95 is located between the AMTRAK rail corridor and the riverfront industries along the Delaware River. The adjacent I-95 interchanges are located approximately 2.4 miles north at the Academy Road interchange and 2.1 miles south at the Bridge Street interchange.

The south-bound on ramp at Princeton Avenue will be eliminated and replaced with a SB on ramp at State Road/Longshore and one at Cottman. A north bound slip ramp from Milnor Street to the north-bound on ramp will also be provided. Off-line work on Cottman and Princeton Avenues will restore 2-directional traffic to these current 1-way state routes. An additional SB lane will also be added to State Road between Cottman Avenue and New State Road. Associated intersection lane configuration upgrades will also be incorporated at the: Cottman/State, Cottman/Torresdale, State/Princeton and Bleigh/State intersections. An EB lane will also be created on Princeton Avenue beneath the I-95, restoring the Tacony community connection with the Delaware Riverfront at this location. Complete mainline pavement replacement with associated drainage and safety upgrades is included. Mill and overlay on local streets.

Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$2 billion will provide for the repair, reconstruction and restoration of this major facility built in the 1960's. This project is integral to the Delaware Valley Freight Corridors Initiative. (SAFETEA DEMO #1370, PA ID# 198 - \$15.3 Million). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 memoranda on supplemental strategies for details related to this project.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
UTL	NHPP	3,600											
UTL	581	400											
		<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2015-2018</b>		<b>4,000</b>		<b>Total FY2019-2022</b>			<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 83640** I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

**LIMITS:** Shackamaxon Street to Columbia Avenue

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 2

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821).

I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	4,500												
CON	581	250												
CON	185	250												
		<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>	<b>5,000</b>		<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>				<b>0</b>

## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Columbia Ave. to north of Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 3

**PROJECT MANAGER:** George Dunheimer ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP*	55,000												
CON	NHPP*		40,000											
CON	NHPP*			30,000										
CON	NHPP*				22,130									
		<b>55,000</b>	<b>40,000</b>	<b>30,000</b>	<b>22,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2015-2018</b>			<b>147,130</b>	<b>Total FY2019-2022</b>				<b>0</b>	<b>Total FY2023-2026</b>			<b>0</b>

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

**LIMITS:** Columbia to north of Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14

AQ Code:2025M

**DVRPC PLANNING AREA:** Core City

IPD: 1

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
UTL	NHPP		4,297											
UTL	581		477											
UTL	NHPP			4,297										
UTL	581			477										
CON	NHPP				10,000									
CON	NHPP					45,000								
CON	NHPP						45,000							
CON	NHPP							45,000						
CON	NHPP								45,000					
CON	NHPP									180,067				
		0	4,774	4,774	10,000	45,000	45,000	45,000	45,000	180,067	0	0	0	
		<b>Total FY2015-2018</b>			<b>19,548</b>	<b>Total FY2019-2022</b>				<b>180,000</b>	<b>Total FY2023-2026</b>			<b>180,067</b>

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## Pennsylvania - Interstate Management Program

### Philadelphia

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

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

DVRPC PLANNING AREA: Core City

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES. THIS PROJECT WILL BE SPLIT INTO 2 DIFFERENT SECTIONS (GR5 AND GR6, NORTHBOUND AND SOUTHBOUND) FOR LETTING PURPOSES IN THE FUTURE. SEE MPMS #102304. OVERALL COST OF THE RACE TO SHACKAMAXON SECTION IS APPROXIMATELY \$300 MILLION FOR BOTH NORTH AND SOUTHBOUND DIRECTIONS AND FUNDS ARE CURRENTLY ACCOUNTED FOR IN THIS MPMS#.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ROW	NHPP		14,322										
ROW	581		1,591										
ROW	NHPP			14,322									
ROW	581			1,591									
UTL	NHPP					5,217							
UTL	581					580							
UTL	NHPP						5,217						
UTL	581						580						
CON	NHPP							10,410					
CON	NHPP								48,000				
CON	NHPP									192,000			
CON	NHPP												
CON	NHPP												
CON	NHPP												
CON	NHPP												
		0	15,913	15,913	0	5,797	5,797	10,410	48,000	192,000	0	0	0
		Total FY2015-2018		31,826		Total FY2019-2022			70,004		Total FY2023-2026		192,000

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 102304 I-95 Race - Shackamaxon 2 (GR6)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:2025M

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

I-95 Race - Shackamaxon 2  
City of Philadelphia  
Road & bridge reconstruction/widening

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP					5,970										
CON	NHPP						5,970									
		0	0	0	0	0	5,970	5,970	0	0	0	0	0			
		Total FY2015-2018				0	Total FY2019-2022				11,940	Total FY2023-2026				0

MPMS# 102305 I-95 Corridor ITS/ATMS (GR7)

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

DVRPC PLANNING AREA: Core City

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

I-95 Corridor ITS/ATMS  
City of Philadelphia  
Install ATMS/monitor traffic in real time

ITS and Surveillance: ATMS

Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026			
CON	NHPP		6,365													
		0	6,365	0	0	0	0	0	0	0	0	0	0			
		Total FY2015-2018				6,365	Total FY2019-2022				0	Total FY2023-2026				0



## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 98207**      **I-95 Congestion Management**

**LIMITS:** I-95 in Bucks, Delaware, and Philadelphia counties

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:**

**FC:**

AQ Code:nrs

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
PRA	NHPP	18,300																		
PRA	NHPP		5,100																	
		<b>18,300</b>	<b>5,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
		<b>Total FY2015-2018</b>			<b>23,400</b>				<b>Total FY2019-2022</b>				<b>0</b>							
					<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>				<b>0</b>			

**MPMS# 102309**      **I-95 Corridor Drainage**

**New**

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

I-95 Corridor Drainage  
City of Philadelphia  
Drainage improvements for Section GIR

		TIP Program Years (\$ 000)																		
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026							
CON	581			5,464																
		<b>0</b>	<b>0</b>	<b>5,464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
		<b>Total FY2015-2018</b>			<b>5,464</b>				<b>Total FY2019-2022</b>				<b>0</b>							
					<b>Total FY2019-2022</b>				<b>0</b>				<b>Total FY2023-2026</b>				<b>0</b>			

# Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 86046** *I-95 Girard Point Bridge Rehabilitation and Preservation*

**LIMITS:** City of Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:**

**FC:**

AQ Code:S19

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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

The purpose of the project to provide continued safe passage over the Schuylkill River for vehicles traveling on I-95 by repairing existing deficiencies and preventing future problems with maintenance work. Maintenance repair activities to include: painting structural steel, modifications to steel to prevent problems, floor beam modifications, bearing modifications, expansion joint modifications, and deck overlay. Coordination with the railroad companies will be necessary for overhead activities. The limits of work are focused on the 3 spans over the river and adjacent truss spans that can be incorporated in the construction budget and Maintenance of Traffic.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	NHPP	4,500											
		4,500	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		4,500		<b>Total FY2019-2022</b>			0	<b>Total FY2023-2026</b>			0

**MPMS# 102389** *I-76/I-76 Ramp Resurfacing*

New

**LIMITS:** Schuylkill Expwy (I-76 both directions) & SR 3003 (I-76 on ramp)

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**DVRPC PLANNING AREA:** Core City

IPD:

**PROJECT MANAGER:** Maint./L. Ryan

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A

I-76 & I-76 Ramp Resurfacing

I-76 in Philadelphia County

Road resurfacing

#### TIP Program Years (\$ 000)

Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
CON	SPK-SH	750											
		750	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2015-2018</b>		750		<b>Total FY2019-2022</b>			0	<b>Total FY2023-2026</b>			0

Total For Philadelphia	2015	2016	2017	2018	2015-2018	2019-2022	2023-2026
	\$151,828	\$188,673	\$173,366	\$139,845	\$653,712	\$651,652	\$910,427

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**Round 1 of ARLE**

<b>County</b>	<b>MPMS #</b>	<b>Project Title</b>	<b>Year</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Amount</b>
Bucks	92953	Bensalem Signal Improvements (ARLE 1)	2011	CON	244	\$ 36,000
	92954	Bristol Sign Replacement (ARLE 1)	2011	CON	244	\$ 21,000
	92955	Buckingham Signal Upgrade (ARLE 1)	2011	CON	244	\$ 27,000
	92956	Chalfont Fire Station Warning (ARLE 1)	2011	CON	244	\$ 70,000
	92957	New Britain Traffic Control (ARLE 1)	2011	CON	244	\$ 34,000
	92959	Nockamixon Traffic Signal (ARLE 1)	2011	CON	244	\$ 10,000
	92960	Perkasie Route 563/Park Ave Signal (ARLE 1)	2011	CON	244	\$ 12,000
<i>Bucks Total</i>						<b>\$ 210,000</b>
Chester	92961	Charlestown Traffic Control (ARLE 1)	2011	CON	244	\$ 10,000
	92962	East Brandywine Traffic Control (ARLE 1)	2011	CON	244	\$ 30,000
	92963	East Whiteland Traffic Control (ARLE 1)	2011	CON	244	\$ 183,000
	92964	Upper Uwchlan Signal (ARLE 1)	2011	CON	244	\$ 615,000
	92965	West Fallowfield Traffic Signal (ARLE 1)	2011	CON	244	\$ 41,000
<i>Chester Total</i>						<b>\$ 879,000</b>
Delaware	92958	Newtown Traffic Signals (ARLE 1)	2011	CON	244	\$ 87,000
	92966	Aston Traffic Signal (ARLE 1)	2011	CON	244	\$ 34,000
	92967	Haverford Intersection Improvement (ARLE 1)	2011	CON	244	\$ 54,000
	92968	Milbourne Pedestrian Safety Improvement (ARLE 1)	2011	CON	244	\$ 108,000
	92969	Tinicum 291 & 420 Improvement (ARLE 1)	2011	CON	244	\$ 224,000
	92970	Upper Chichester Signs (ARLE 1)	2011	CON	244	\$ 19,000
	92971	Yeadon Sign Replacement (ARLE 1)	2011	CON	244	\$ 50,000
<i>Delaware County</i>						<b>\$ 576,000</b>
Montgomery	92972	Hatfield Township (ARLE 1)	2011	CON	244	\$ 783,000
	92973	Norristown Traffic Control (ARLE 1)	2011	CON	244	\$ 200,000
	92974	Plymouth Germantown Signals (ARLE 1)	2011	CON	244	\$ 230,000
	92975	Upper Dublin Signal Improvement (ARLE 1)	2011	CON	244	\$ 250,000
	92976	Upper Merion 202 Signal Timing (ARLE 1)	2011	CON	244	\$ 302,000
<i>Montgomery Total</i>						<b>\$ 1,765,000</b>
Philadelphia	93128	Traffic Signal Retiming Program (ARLE 1)	2011	CON	244	\$ 1,500,000
	93130	Adaptive and Responsive Signal Control (ARLE 1)	2011	PE	244	\$ 90,000
			2011	CON	244	\$ 690,000
	93131	Emergency Battery Back-up (ARLE 1)	2011	PE	244	\$ 30,000
			2011	CON	244	\$ 230,000
	93132	Intersection Modification Program (ARLE 1)	2011	PE	244	\$ 375,000
			2011	CON	244	\$ 1,725,000
	93134	Migration of Traffic Signals into Traffic Management Central System (ARLE 1)	2011	CON	244	\$ 1,000,000
93135	Low Cost Safety Improvements at High Crash and High Traffic Locations (ARLE 1)	2011	PE	244	\$ 300,000	
93136	Pedestrian Countdown Signals (ARLE 1)	2011	CON	244	\$ 230,000	
		2011	CON	244	\$ 2,300,000	
93138	Radar Speed Trailers (ARLE 1)	2011	CON	244	\$ 75,000	
<i>Philadelphia Total</i>						<b>\$ 8,545,000</b>
<b>Total Funds Awarded in Round 1 of ARLE</b>						<b>\$ 11,975,000</b>

**Round 2 of ARLE**

<b>County</b>	<b>MPMS #</b>	<b>Project Title</b>	<b>Year</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Amount</b>
Chester	95403	Caln Township Safety Improvements (ARLE 2)	2012	CON	244	\$ 146,000
<i>Chester Total</i>						\$ 146,000
Delaware	95404	Concord Township Safety Improvements (ARLE 2)	2012	CON	244	\$ 205,000
<i>Delaware Total</i>						\$ 205,000
Philadelphia	225	Automated Red-Light Enforcement (ARLE 2) - Philadelphia	2012	CON	244	\$ 1,500,000
<i>Philadelphia Total</i>						\$ 1,500,000
<b>Total Funds Awarded in Round 2 of ARLE</b>						<b>\$ 1,851,000</b>

**Round 3 of ARLE**

<b>County</b>	<b>MPMS #</b>	<b>Project Title</b>	<b>Year</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Amount</b>
Bucks	97991	Doylestown Township Signals Upgrade (ARLE 3)	2014	CON	244	\$ 90,000
	97992	East Rockhill Township Signal Improvements (ARLE 3)	2014	CON	244	\$ 17,000
	97997	Doylestown Township Signals (ARLE 3)	2014	CON	244	\$ 300,000
	98003	Bensalem Township Signal Upgrade (ARLE 3)	2014	CON	244	\$ 60,000
	98006	Warrington Township Safety Improvements (ARLE 3)	2014	CON	244	\$ 21,000
<i>Bucks Total</i>						<b>\$ 488,000</b>
Chester	97989	Franklin Township Safety Improvements (ARLE 3)	2014	CON	244	\$ 184,000
	98000	East Whiteland Township Signal Upgrade (ARLE 3)	2014	CON	244	\$ 83,000
	98001	Phoenixville Borough Signals (ARLE 3)	2014	CON	244	\$ 42,000
	98004	East Whiteland Township Signal Backup (ARLE 3)	2014	CON	244	\$ 10,000
	98005	London Britain Township Safety Improvements (ARLE 3)	2014	CON	244	\$ 10,000
<i>Chester Total</i>						<b>\$ 329,000</b>
Delaware	97994	Haverford Township Signal Upgrade (ARLE 3)	2014	CON	244	\$ 150,000
	97999	Concord Township Safety Improvements (ARLE 3)	2014	CON	244	\$ 55,000
	98002	Chadds Ford Signal Upgrade (ARLE 3)	2014	CON	244	\$ 45,000
<i>Delaware Total</i>						<b>\$ 250,000</b>
Montgomery	97993	Franconia Township Traffic Control (ARLE 3)	2014	CON	244	\$ 35,000
	97995	Lower Merion Township Signals (ARLE 3)	2014	CON	244	\$ 250,000
	97996	Upper Merion Township Signals (ARLE 3)	2014	CON	244	\$ 85,000
	97998	Lansdale Borough Signal Upgrade (ARLE 3)	2014	CON	244	\$ 216,000
	98007	Upper Dublin Township Safety Improvements (ARLE 3)	2014	CON	244	\$ 72,000
<i>Montgomery Total</i>						<b>\$ 658,000</b>
Philadelphia	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2014	CON	244	\$ 1,500,000
<i>Philadelphia Total</i>						<b>\$ 1,500,000</b>
<b>Total Funds Awarded in Round 3 of ARLE</b>						<b>\$ 3,225,000</b>

**Round 4 of ARLE**

<b>County</b>	<b>MPMS #</b>	<b>Project Title</b>	<b>Year</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Amount</b>
Bucks	102283	SR 313/SR 563 New Traffic Signal (ARLE 4)	2014	CON	244	\$ 160,000
	102284	SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)	2014	CON	244	\$ 165,000
	102285	County Line Road Intersection Improvements (ARLE 4)	2014	CON	244	\$ 183,000
	102288	SR 132 Traffic Signal Communication System (ARLE 4)	2014	CON	244	\$ 90,000
<i>Bucks Total</i>						\$ 598,000
Chester	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)	2014	CON	244	\$ 51,000
	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)	2013	CON	244	\$ 564,000
	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)	2014	CON	244	\$ 445,000
	102295	Parker Ford Safety Improvements (ARLE 4)	2014	CON	244	\$ 185,000
<i>Chester Total</i>						\$ 1,245,000
Delaware	102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)	2014	CON	244	\$ 432,000
	102291	SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)	2014	CON	244	\$ 82,000
<i>Delaware Total</i>						\$ 514,000
Montgomery	102297	Spring House Adaptive Signal System (ARLE 4)	2014	CON	244	\$ 346,000
	102298	Towamencin Township Signal System Modernization (ARLE 4)	2014	CON	244	\$ 180,000
<i>Montgomery Total</i>						\$ 526,000
Philadelphia	102279	Traffic Calming Program (ARLE 4)	2014	FD	244	\$ 400,000
			2014	CON	244	\$ 600,000
	102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	2014	FD	244	\$ 400,000
			2014	CON	244	\$ 800,000
	102281	L.E.D. Street Light Improvement Program (ARLE 4)	2014	FD	244	\$ 260,000
			2014	CON	244	\$ 590,000
102282	School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)	2014	CON	244	\$ 500,000	
97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2014	CON	244	\$ 1,400,000	
<i>Philadelphia Total</i>						\$ 4,950,000
<b>Total Funds Awarded in Round 4 of ARLE</b>						<b>\$ 7,833,000</b>



## CMAQ 2012 PA Project Funding Obligation and Pipeline Status Update

MPMS	County	CMAQ Project Title	Agency Sponsor	Project Type	Matching Funds	CMAQ Funding Amount	Obligated Amount
96222	Philadelphia	Enhanced Bike Facility Connection between Gray's Ferry and Bartram's	Mayor's Office of Transportation	Bike and Pedestrian Improvements	\$200,000	\$ 400,000	No Obligations
96236	Regionwide	SEPTA Dual GenSet Diesel Locomotive Repower	SEPTA	Diesel Retrofit	\$320,000	\$ 1,280,000	Obligated
96217	Bucks	Chalfont Borough Route 152 Congestion Mitigation Project	Chalfont Borough	Traffic Flow Improvements	\$57,600	\$ 230,400	No Obligations
96241	Chester	US 202/Boot Road Interchange Area Adaptive Signal Control	West Goshen Township	Traffic Flow Improvements	\$61,000	\$ 244,000	No Obligations
96218	Montgomery	Fayette Street Interconnection Project	Conshohocken Borough	Traffic Flow Improvements	\$141,944	\$ 567,775	No Obligations
96220	Montgomery	Lower Salford Adaptive Traffic System	Lower Salford Township	Traffic Flow Improvements	\$185,000	\$ 731,000	No Obligations
96223	Philadelphia	Philadelphia Signal Retiming	Philadelphia Streets Department	Traffic Flow Improvements	1,000,000	\$ 1,000,000	No Obligations
96240	Chester	Park Road Trail	Upper Uwchian Township	Bicycle and Pedestrian Improvements	\$691,182	\$ 764,726	No Obligations

MPMS	County	CMAQ Project Title	Agency Sponsor	Project Type	Matching Funds	CMAQ Funding Amount	Obligated Amount
96221	Bucks	Multi-modal Access to New Britain Train Station	New Britain Borough	Traffic Flow, Bicycle, and Pedestrian Improvements	\$42,400	\$ 169,600	No Obligations
96238	Montgomery	Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements	Upper Merion Township	Bicycle and Pedestrian Improvements	\$304,832	\$ 260,253	No Obligations
96215	Montgomery and Philadelphia	City Avenue Adaptive Signals	City Avenue Special Services District	Traffic Flow Improvements	\$343,500	\$ 800,000	No Obligations
96213	Montgomery and Philadelphia	Manayunk Bridge Trail	Montgomery County Planning Commission	Bicycle and Pedestrian Improvements	\$2,650,000	\$ 204,246	Partially Obligated
96239	Montgomery	King of Prussia Business Improvement District Transit Shuttle	King of Prussia Business Improvement District	Transit Improvements	\$981,592	\$ 500,000	Obligated
96227	Philadelphia	Traffic Operations Center Cameras	Philadelphia Streets Department	Traffic Flow Improvements	\$120,000	\$ 480,000	No Obligations
					<b>\$7,099,050</b>	<b>\$ 7,632,000</b>	

## **DVRPC Regional Trails Program**

### **Phase I Projects Selected for Funding**

- Schuylkill River National & State Heritage Area – Reading to Hamburg Schuylkill River Trail Gap (Leesport section) – \$142,630 (design and construction) – Berks County
- PA DCNR – Big Woods/Schuylkill-Hopewell Furnace Trail – \$500,000 (construction – Phase 1, survey – Phase 2) – Berks and Chester Counties – Berks County
- Doylestown Township – Neshaminy Creek Greenway (Phase I) -- \$130,148 (construction) – Bucks County
- PA DCNR – US Route 13 Crossing – \$471,000 (construction) – Bucks County
- Cooper's Ferry Development Corporation (Camden) – Baldwin's Run Tributary Trail – \$150,000 (design) – Camden County
- Camden County – Kaighn's Avenue to Route 130 Connector Trail – \$125,000 (construction) – Camden County
- Chester County – Chester Valley Trail Phase III – \$500,000 (construction) – Chester County
- Phoenixville Borough – Phoenixville Schuylkill River Trail Segment – Phase I -- \$285,000 (design and construction) – Chester County
- Haverford Township – Darby Creek Trail -- \$290,000 (construction) – Delaware County
- Lawrence-Hopewell Trail Corporation – Lawrence-Hopewell Trail: Lewisville Road Section -- \$248,000 (construction) – Mercer County
- Montgomery County Commissioners – Chester Valley Trail Extension – \$325,000 (construction) – Montgomery County
- Montgomery County Commissioners – Canal Towpath Spillway Bridge – \$170,000 (construction) – Montgomery County
- Philadelphia Parks & Recreation – Tacony Frankford Greenway Trail – \$500,000 (construction) – Philadelphia
- Philadelphia Parks & Recreation – Schuylkill South -- \$165,000 (acquisition for future extension of waterfront trail) – Philadelphia

- Delaware River Waterfront Corporation – Penn Street Trail – \$500,000 (design and construction) – Philadelphia
- Schuylkill River Development Corporation – Schuylkill Crossing at Grays Ferry – \$260,000 (preliminary design) – Philadelphia
- Manayunk Development Corporation – Manayunk Bridge -- \$400,000 (design) – Philadelphia
- Pennsylvania Environmental Council – Spring Garden Street Greenway – \$75,000 (design) – Philadelphia

***Total amount for the 18 approved projects is \$5,237,000.***

## **DVRPC Regional Trails Program**

### **Phase II Projects Selected for Funding At April 26, 2012 DVRPC Board Meeting**

- Schuylkill River Greenway Association – Schuylkill River Trail Monocacy Bridge Feasibility Study – \$60,000 – Berks County
- Bucks County Commissioners – Neshaminy Creek Greenway (Multi-Use Trail Feasibility Study) – \$60,000 – Bucks County
- Burlington County Board of Chosen Freeholders – Kinkora Trail Mansfield Township Community Park Connector – \$40,000 – Burlington County
- Transportation Management Association of Chester County – Paoli-Chester Valley Trail Connector – \$32,000 – Chester County
- Delaware County Planning Department – East Coast Greenway Inactive Railroad Right-of-Way Title Search – \$12,000 – Delaware County
- Lower Merion Township – Cynwyd Spur Trail Feasibility Study – \$40,000 – Montgomery County
- Montgomery Township – Powerline Trail Connector – \$32,000 – Montgomery County
- Delaware River Waterfront Corporation – East Coast Greenway: SugarHouse Casino Through Penn Treaty Park – \$60,000 – Philadelphia
- Philadelphia City Planning Commission and Philadelphia Parks and Recreation – Frankford Creek Greenway Feasibility Study – \$60,000 – Philadelphia
- Manayunk Development Corporation – Ivy Ridge Trail Feasibility Planning – \$60,000 – Philadelphia

### **Phase II Projects Selected for Funding At June 28, 2012 DVRPC Board Meeting**

- Greater Valley Forge Transportation Management Association - Schuylkill River Trail Phoenixville-Mont Clare Connector - \$40,000 – Chester and Montgomery Counties



## **DVRPC REGIONAL TRAILS PROGRAM**

### **Phase III Projects Selected for Funding At the September 26, 2013 DVRPC Board Meeting**

- Burlington County Department of Resource Conservation – Kinkora Trail: Mansfield Community Park Connector – \$500,000 – Burlington County
- Delaware River Port Authority – Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp – \$400,000 – Camden County
- Lawrence Hopewell Trail Corporation – Lawrence Hopewell Trail: Carter Road East and West – \$250,000 – Mercer County
- Bucks TMA – Route 13-Green Lane Trail Connector – \$249,000 – Bucks County
- Chalfont Borough – Neshaminy Creek Greenway Design and Engineering – \$188,768 – Bucks County
- Phoenixville Borough – Phoenixville Schuylkill River Trail: Phase 2 – \$365,000 – Chester County
- Delaware County – Darby Creek Stream Valley Park Trail – \$500,000 – Delaware County
- Haverford Township – Newtown Square Rail Trail – \$340,000 – Delaware County
- Cheltenham Township – Tookany Creek Trail: Phase III – \$400,000 – Montgomery County
- Lansdale Borough - Lansdale Liberty Bell Trail – \$160,840 – Montgomery County
- Philadelphia Mayor's Office of Transportation and Utilities – Manayunk Bridge Trail Construction Engineering Services – \$60,000 – Montgomery County and Philadelphia
- Delaware River City Corporation – Tacony/Holmesburg Gap Waterfront Trail Design and Engineering – \$300,000 – Philadelphia
- Philadelphia Parks and Recreation – Cobbs Creek Connector Trail – \$275,000 – Philadelphia

# DVRPC COMPETITIVE TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

*A final list of selected TAP Projects in the DVRPC Region is expected in the summer of 2014 and will be included in the final (DVRPC Board Adopted) FY2015 TIP.*





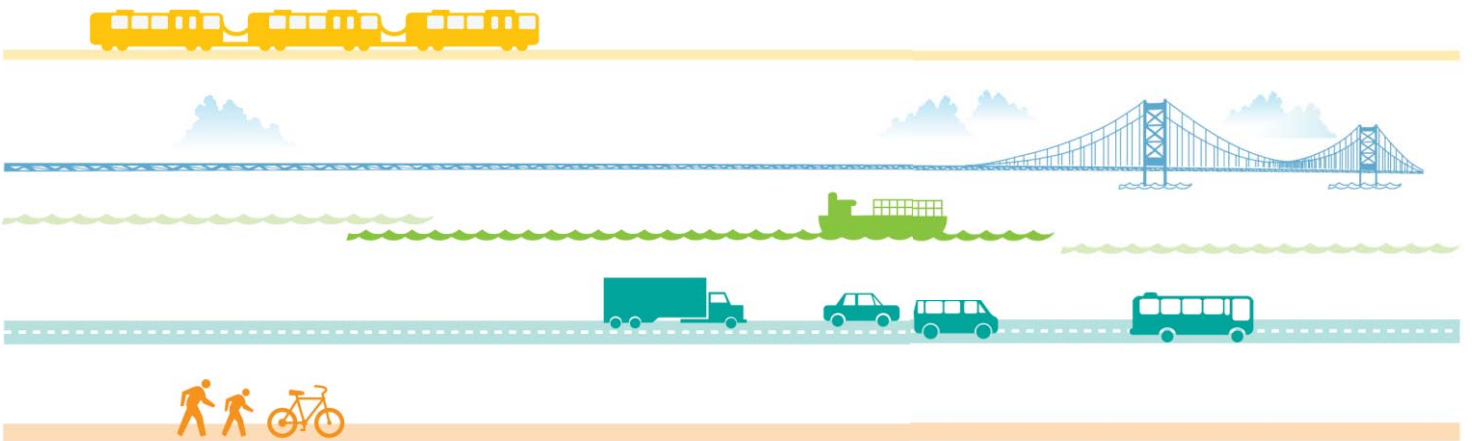


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# APPENDIX A

## *Acknowledgement of Board Resolutions*



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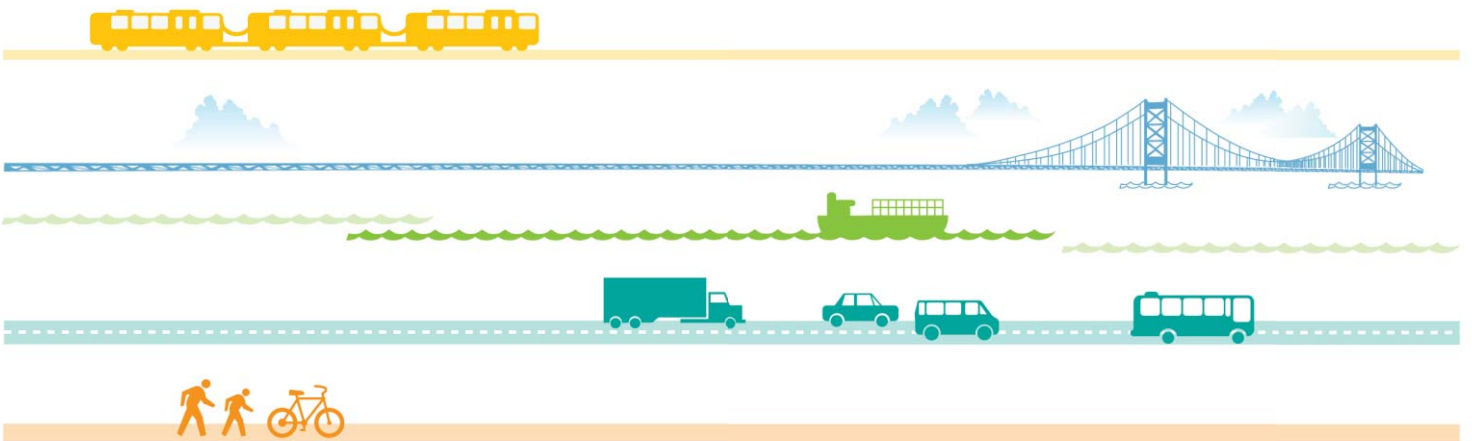
## Appendix A. *Acknowledgement of Board Resolutions*

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# APPENDIX B

*State DOT Financial and  
Procedural Guidance*



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# ***PENNSYLVANIA’S 2015 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

The current federal surface transportation legislation is entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21). It was signed into law by President Obama on July 6, 2012 and includes funding for federal fiscal years (FFY) 2013 and 2014. MAP-21 is the first multi-year highway authorization enacted since 2005.

MAP-21 is viewed by many as a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 dramatically impacts transportation funding decisions in Pennsylvania. One significant example is the newly established National Highway Performance Program (NHPP). The NHPP is the largest funding category (approximately 60% of the federal funding received by PennDOT). NHPP funds can only be used on a roadway network comprised of the Interstate, National Highway System, and principal arterials. This network is approximately 16% of the statewide system. While there is no doubt that this system requires significant funding, the balance of the network requires extensive investment as well. Implications of directing a majority of funding on a small fraction of our transportation system means that a large portion of that system will have only very limited funding available.

In addition, FFY 2014 ends on September 30, 2014 (MAP-21 funding expires). Approximately \$15 billion in additional revenue is required every year in order to keep federal funding flat. If this is not resolved, Pennsylvania stands to receive approximately \$8 million in FFY 2015 (compared to approximately \$1.6 billion, we receive annually). With the most recent federal shutdown and associated gridlock, the outlook does not promising for solving a significant funding gap at the federal level.

Draft financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2015 Program update. As always, 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 general agreement on draft financial guidance components at their meeting on October 9, 2013. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas have been revised to reflect the new provisions in MAP-21.
- Act 44 funds continue at a reduced level as prescribed by Act 44 of 2007.
- A zero percent revenue growth assumption in federal highway and bridge funds for the entire 2015-2018 Program is recommended by the Financial Guidance Workgroup.
- State Motor License Funds reflect a decrease due to declining revenues, discontinuation of the bridge bonding program, and debt service on existing bonds.
- State highway and bridge funding is also decreased based on revenue estimates and debt service on bonds.
- A zero percent revenue growth assumption for the federal transit program mirrors the assumptions on the federal highway side of the equation.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- A 3 percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Program will continue to be managed at a statewide level.

## **THE HIGHWAY PROGRAM**

### **FUNDING**

Funding for the development of Pennsylvania’s 2015 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 183, and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

State Appropriations 582 and 409 (Expanded Maintenance Program) 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 Appropriations 582 and 409 (Expanded Maintenance Program) 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. Federal funding levels reflect zero growth. State funding levels reflect expected revenue increases generated with the passage of Act 89 in November 2013.

## FUNDING DISTRIBUTION

The distribution of federal funds is provided through updated needs-based formulas and policy decisions that were determined during regular meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. The distribution of the highway and bridge funding is as follows:

- **Transportation Infrastructure Investment** (formerly 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 Line Items** – reserve an average of \$40 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, DCNR Bridges, and other related statewide line items.
- **Interstate Management Program** – the Interstate system will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. The priority for these funds will be to maintain the existing system. Any capacity adding and non-capital (standalone ITS) projects will be advanced in coordination with the MPO/RPO and regional funds. A preliminary draft Interstate Management program will be provided to MPOs/RPOs and other stakeholders for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:
  - Pavement Condition Assessment
    - Pavement Structure Age
    - Pavement Surface Age
    - Number of Resurfacings
    - International Roughness Index (IRI)
    - Overall Pavement Index
    - Traffic volume
    - Truck volume
    - Remaining Service Life
  - Bridge Condition Assessment
    - Bridge Risk Assessment
    - SD Status
    - Vertical Clearance Issues

Projects will be prioritized using various prioritization tools (i.e. Decision Lens software, Interstate Transportation Asset Management Tool (TAM), etc). Selected and programmed projects are based on prioritization, schedule and available funding.

- **Discretionary Funding (Spike)** – twenty percent of the balance of Surface Transportation Program funding 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.
  
- **National Highway Performance Program Formula (NHPP)** – twenty percent of the balance of NHPP funds will be held in a statewide reserve to advance projects on the enhanced NHPP. Projects will be selected utilizing the same criteria and prioritization tools as referenced for the Interstate Management Program above. Furthermore, an amount equal to the federal funds available to the Interstate Program in the 2013 Financial Guidance will be reserved for use by the Interstate Management Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
  - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
  - 35% Highway: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
  
- **Surface Transportation Program Formula (STP, STN, STR)** – after the 20% discretionary funding set-aside, the remaining 80 percent will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on federal aid routes not on the enhanced NHS. The elements of the STP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
  - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
  - 35% Highway: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
  
- **Bridge Funding Formula (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 state bridge funds distribution is based upon the following formula: 20% (square foot deck area of state owned bridges > 8' and locally owned bridges > 20') and 80% (square foot deck area of state owned structurally deficient bridges > 8' and locally owned structurally deficient bridges > 20'). Aside from dedicated funding for off-system bridges, federal funding for bridges was not continued in MAP-21. Federally funded bridge projects will now utilize NHPP and STP funds which is reflective in the addition of bridge factors to the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.

- **Highway (Capital) Funding (State)** – Act 89 mandated 15% of available funds for both highway and bridge programs be held in reserve for highway capital projects. Remaining Highway funds will be distributed based upon each region’s share of highway needs. The factors for state highway funds distribution is based upon the following formula: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Off System Bridges (BOF)** – off system 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 off system bridge funds distribution is based upon the following formula: 20% (square foot deck area of state and locally owned bridges > 20’) and 80% (square foot deck area of state and locally owned structurally deficient bridges > 20’). Minor collector and local functional class bridges are eligible for this category of funding.
- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula suballocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The suballocation formula is currently based on the 2010 Federal Census.
- **Transportation Alternatives Program (TAP, TAU)** – funding for this program is similar to the STP program in that 50% of the funds are sub-allocated by population and 50% are available to any area of the state. Part of the 50% sub-allocated by population is assigned, by federal formula, to regions with populations greater than 200,000. The remaining funds sub-allocated by population and the 50% available to any area of the state are to be held in statewide reserve as mandated by regulations that prohibit the regional distribution of funds and require a statewide competitive process for selection of projects.
- **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. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation (May, 2009)  
<ftp://ftp.dot.state.pa.us/public/pdf/STCTAC/TAC/Reports/Congestion%20Mitigation%20and%20Smart%20Transportation%20-%20May%202009%20-%20Final%20Report.pdf>.

- **Highway Safety Improvement Program (HSIP)** – \$35 million in funding for this program will be reserved statewide for various safety initiatives. An additional \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding. The remaining funding will be allocated to planning regions based on the following formula: 50% fatalities and major injuries and 50% reportable crashes. Projects funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.
- **Highway-Rail Grade Crossing Safety (RRX)** – funding for this program will be held in a statewide line item. Centralizing management of this program will allow for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects (see Appendix 7 for Section 130 Highway-Rail Grade Crossing Guidance).

**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.
- **Appalachia Development Highway (APD)** – dedicated funding was not continued in MAP-21. A balance of federal funds from SAFETEA-LU remain available and 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 (ADHS) Cost to Complete Estimate. Further information on the ADHS including reports on the Cost to Complete Estimate can be found at: <http://www.arc.gov/adhs>
- **All Discretionary Federal Funding** – Most discretionary programs were not continued in MAP-21. Carryover funds exist in some categories which can be used for the specific awarded projects as long as funds remain available for obligation.
- **Appropriation 179** – State revenue was established under Act 26 of 1991. The funds were provided to PennDOT for distribution. Policy was established to provide the funds to underprivileged counties to cover the local match on county owned bridges. Act 89 of 2013 changed the distribution of these funds. Funds will go directly to the Counties through liquid fuels payments under a new Appropriation code beginning in Calendar Year (CY) 2014. The governor’s budget office has allowed PennDOT to lapse remaining balance of Appropriation 179 funds to be utilized on existing projects with agreements already in place until the balance is exhausted.
- **Local and Private Funding** – Local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. 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 previous 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 3 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 require programming the advance construct costs for projects that are initiated prior to the beginning of the 2015 Program period (October 1, 2014), and which will require conversion funding during the 2015 Program period and beyond. 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 regionally significant projects and phases of projects that are to be implemented in a region must 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 as "later fiscal years" and included in the region's Long Range Plan. This may require revisions or amendments to the existing MPO/RPO Long Range Plan.

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.

Each planning region will submit its draft program to the Secretary of Transportation in accordance with the attached schedule (Appendix 6). 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 prior to the air quality conformity analysis period.

## **BEST PRACTICES**

Line items provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual "roll-over" of two years of projects each TIP update, a best practice is to limit the amount of line items in the first two years of a new TIP. Common sense planning tells us that we ought to be able to identify the vast majority of projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2015 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 these purposes is a local decision to be made by the respective planning partners in each region.

## **THE TRANSIT PROGRAM**

### **FUNDING**

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on year 2013 via MAP-21 and its anticipated successor. Federal revenue assumes no growth.

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 is 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 3 through 5. 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 provided for in Act 44 of 2007 as amended by Act 89 of 2103. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds from the following sources—Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines—are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

- Operating Program (Section 1513)
- Asset Improvement Program for Capital projects (Section 1514)
- Capital Improvement Program (Section 1517)
- Alternative Energy Program (Section 1517.1)
- New Initiatives Program (Section 1515)
- Programs of Statewide Significance (Section 1516)

**Operating Program** – Operating funds are allocated among public transportation providers based on:

1. The operating assistance received in the prior fiscal year plus funding growth.
2. Funding growth over the prior year is distributed on four operating statistics:
  - a. Total passengers
  - b. Senior passengers
  - c. Revenue vehicle miles and
  - d. Revenue vehicle hours.

The local match requirement is 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.

**Asset Improvement Program** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds other fees and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

**New Initiatives Program** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program.

**Capital Improvement Program** – While still included as a capital program in the public transportation legislation, no new funding is deposited in this program after December 31, 2013.

**Alternative Energy Capital Investment Program** – This establishes a competitive grant program to implement capital improvements conversion to an alternative energy source.

**Programs of Statewide Significance** - Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens—**Shared-Ride Program**. Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curbside transportation services.

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 February 28, 2014. 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**  
**2015 Financial Guidance**  
**Highway and Bridge Funds (\$000)**

<b>Federal Funds</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
National Highway Performance Program (NHPP)	897,323	897,323	897,323	897,323	3,589,294
Surface Transportation Program (STP)	413,623	413,623	413,623	413,623	1,654,493
Highway Safety Improvement Program (HSIP)	92,484	92,484	92,484	92,484	369,936
Congestion Mitigation and Air Quality (CMAQ)	100,491	100,491	100,491	100,491	401,964
Transportation Alternatives Program (TAP)	27,521	27,521	27,521	27,521	110,084
Railway-Highway Safety Crossings (RRX)	6,580	6,580	6,580	6,580	26,321
<b>Subtotal -- Federal Funds</b>	<b>1,538,023</b>	<b>1,538,023</b>	<b>1,538,023</b>	<b>1,538,023</b>	<b>6,152,093</b>

<b>State Funds</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
State Highway (Capital)	522,687	680,285	882,765	882,765	2,968,502
State Bridge	276,682	286,497	300,303	300,303	1,163,785
<b>Subtotal -- State Funds</b>	<b>799,369</b>	<b>966,782</b>	<b>1,183,068</b>	<b>1,183,068</b>	<b>4,132,287</b>
<b>Grand Total</b>	<b>2,337,392</b>	<b>2,504,805</b>	<b>2,721,091</b>	<b>2,721,091</b>	<b>10,284,380</b>

**Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)**

<b>National Highway Performance Program</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
NHPP Apportionment	897,323	897,323	897,323	897,323	3,589,294
<b>20% Statewide Reserve</b>	<b>179,465</b>	<b>179,465</b>	<b>179,465</b>	<b>179,465</b>	<b>717,859</b>
<b>Less Interstate Management Program</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
Less Bridge Inspection	12,000	12,000	12,000	12,000	48,000
<b>NHPP Funds to Distribute</b>	<b>388,481</b>	<b>388,481</b>	<b>388,481</b>	<b>388,481</b>	<b>1,553,923</b>

<b>Surface Transportation Program</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
STP Apportionment	413,623	413,623	413,623	413,623	1,654,493
<b>Less STP-Urban Mandatory Distribution</b>	<b>128,496</b>	<b>128,496</b>	<b>128,496</b>	<b>128,496</b>	<b>513,982</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>295,187</b>
Less Transit Flex	7,917	7,917	7,917	7,917	31,668
Less Bridge Inspection	12,000	12,000	12,000	12,000	48,000
Less Environmental Resource Agencies	6,200	6,200	6,200	6,200	24,800
<i>Remaining STP</i>	<i>185,214</i>	<i>185,214</i>	<i>185,214</i>	<i>185,214</i>	<i>740,856</i>
Less Spike (20% of Remaining STP)	37,043	37,043	37,043	37,043	148,171
<b>STP Funds to Distribute</b>	<b>148,171</b>	<b>148,171</b>	<b>148,171</b>	<b>148,171</b>	<b>592,685</b>

<b>Highway Safety Improvement Program</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
HSIP Apportionment	92,484	92,484	92,484	92,484	369,936
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>140,000</b>
<b>HSIP Funds to Distribute</b>	<b>45,484</b>	<b>45,484</b>	<b>45,484</b>	<b>45,484</b>	<b>181,936</b>

<b>Congestion Mitigation and Air Quality</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
CMAQ Apportionment	100,491	100,491	100,491	100,491	401,964
Less Transit Flex	17,083	17,083	17,083	17,083	17,083
<b>CMAQ funds to distribute</b>	<b>83,408</b>	<b>83,408</b>	<b>83,408</b>	<b>83,408</b>	<b>333,632</b>

<b>Transportation Alternatives Program</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
TAP Apportionment	27,521	27,521	27,521	27,521	110,084
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
<b>TAP Mandatory Distribution for Urban Areas</b>	<b>7,937</b>	<b>7,937</b>	<b>7,937</b>	<b>7,937</b>	<b>31,749</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>17,593</b>	<b>17,593</b>	<b>17,593</b>	<b>17,593</b>	<b>70,370</b>

<b>Railway-Highway Safety Crossings</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
<b>Statewide Program</b>	<b>6,580</b>	<b>6,580</b>	<b>6,580</b>	<b>6,580</b>	<b>26,321</b>

<b>State Funds</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
State Highway (Capital)	522,687	680,285	882,765	882,765	2,968,502
State Bridge	276,682	286,497	300,303	300,303	1,163,785
Total State Funds (for Discretionary Calculation)	799,369	966,782	1,183,068	1,183,068	4,132,287
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>119,905</b>	<b>145,017</b>	<b>177,460</b>	<b>177,460</b>	<b>619,843</b>

<b>State Highway (Capital)</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
Highway (Capital) After Discretionary Set-Aside	402,782	535,268	705,305	705,305	2,348,659
Less Environmental Resource Agencies	1,550	1,550	1,550	1,550	6,200
Less Economic Development	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) funds to Distribute</b>	<b>376,232</b>	<b>508,718</b>	<b>678,755</b>	<b>678,755</b>	<b>2,242,459</b>

<b>State Bridge</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total</b>
State Bridge	276,682	286,497	300,303	300,303	1,163,785
Less Bridge Inspection	6,000	6,000	6,000	6,000	24,000
<b>State Bridge funds to Distribute</b>	<b>270,682</b>	<b>280,497</b>	<b>294,303</b>	<b>294,303</b>	<b>1,139,785</b>

<b>Total Distributed/Statewide Reserve</b>	<b>2,210,608</b>	<b>2,378,021</b>	<b>2,594,307</b>	<b>2,594,307</b>	<b>9,777,243</b>
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Amounts in **Bold** are further reflected on the regional distribution charts.

## Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

### FFY 2015 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	58,031	40,880	10,074	11,858	0	30,904	3,782	61,224	358,521
SPC	103,097	41,065	79,603	66,358	22,158	9,506	0	18,719	1,744	28,229	370,479
Harrisburg	13,604	4,219	12,914	6,789	1,719	2,622	0	4,236	447	7,237	53,786
Scranton/WB	17,886	6,133	12,200	9,942	3,152	2,375	0	3,439	384	6,211	61,722
Lehigh Valley	21,922	4,267	13,133	10,885	1,884	2,843	0	4,989	636	10,293	70,853
NEPA	7,889	8,060	15,630	10,606	4,146	2,638	0	1,510	0	0	50,479
SEDA-COG	15,986	6,484	16,208	9,924	3,159	2,039	0	0	0	0	53,800
Altoona	2,719	1,249	2,648	2,199	603	992	0	816	0	0	11,226
Johnstown	7,480	1,568	4,528	2,951	677	1,026	0	1,108	0	0	19,337
Centre County	4,129	1,404	3,172	2,065	676	991	0	989	0	0	13,427
Williamsport	2,404	2,056	5,381	2,042	899	988	0	0	0	0	13,771
Erie	3,422	2,795	6,172	2,874	1,343	1,474	0	1,802	0	0	19,883
Lancaster	8,745	5,699	10,927	7,101	3,104	2,503	0	4,004	404	6,545	49,034
York	3,689	2,928	10,414	3,151	1,002	2,111	0	3,353	233	3,778	30,658
Reading	20,312	4,809	9,079	11,835	2,755	2,221	0	3,172	268	4,335	58,786
Lebanon	2,059	1,107	2,574	1,562	542	1,088	0	1,030	0	0	9,963
Mercer	2,167	2,591	3,375	3,291	1,545	1,057	0	749	40	643	15,457
Adams	1,664	1,264	3,605	1,670	585	1,005	0	651	0	0	10,445
Franklin	1,808	1,495	4,367	1,475	611	1,122	0	961	0	0	11,840
<b>Total Urban</b>	<b>362,049</b>	<b>119,897</b>	<b>273,962</b>	<b>197,600</b>	<b>60,635</b>	<b>50,458</b>	<b>0</b>	<b>82,432</b>	<b>7,937</b>	<b>128,496</b>	<b>1,283,465</b>
Northwest	9,940	6,834	16,637	8,316	3,255	1,704	0	0	0	0	46,686
N. Central	7,602	7,225	16,951	8,798	3,480	1,600	0	524	0	0	46,180
N. Tier	4,305	6,679	20,267	6,712	2,929	1,438	0	451	0	0	42,782
S. Alleghenies	4,583	5,731	14,405	6,638	2,801	1,575	0	0	0	0	35,733
Wayne County	1	1,805	5,575	1,565	697	709	0	0	0	0	10,353
<b>Total Rural</b>	<b>26,432</b>	<b>28,274</b>	<b>73,836</b>	<b>32,029</b>	<b>13,162</b>	<b>7,027</b>	<b>0</b>	<b>976</b>	<b>0</b>	<b>0</b>	<b>181,734</b>
Interstate Program	317,378	0	28,434	41,054	0	0	0	0	0	0	386,865
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	119,905	0	0	35,000	0	0	0	0	334,370
<b>GRAND TOTAL</b>	<b>885,323</b>	<b>148,171</b>	<b>496,137</b>	<b>270,682</b>	<b>73,797</b>	<b>92,484</b>	<b>6,580</b>	<b>83,408</b>	<b>25,530</b>	<b>128,496</b>	<b>2,210,608</b>

## Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

### FFY 2016 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	78,467	42,362	10,074	11,858	0	30,904	3,782	61,224	380,439
SPC	103,097	41,065	107,635	68,764	22,158	9,506	0	18,719	1,744	28,229	400,917
Harrisburg	13,604	4,219	17,461	7,035	1,719	2,622	0	4,236	447	7,237	58,579
Scranton/WB	17,886	6,133	16,496	10,302	3,152	2,375	0	3,439	384	6,211	66,379
Lehigh Valley	21,922	4,267	17,758	11,280	1,884	2,843	0	4,989	636	10,293	75,872
NEPA	7,889	8,060	21,134	10,991	4,146	2,638	0	1,510	0	0	56,367
SEDA-COG	15,986	6,484	21,916	10,284	3,159	2,039	0	0	0	0	59,867
Altoona	2,719	1,249	3,580	2,279	603	992	0	816	0	0	12,238
Johnstown	7,480	1,568	6,122	3,058	677	1,026	0	1,108	0	0	21,038
Centre County	4,129	1,404	4,289	2,140	676	991	0	989	0	0	14,619
Williamsport	2,404	2,056	7,276	2,116	899	988	0	0	0	0	15,740
Erie	3,422	2,795	8,346	2,978	1,343	1,474	0	1,802	0	0	22,161
Lancaster	8,745	5,699	14,775	7,359	3,104	2,503	0	4,004	404	6,545	53,140
York	3,689	2,928	14,081	3,265	1,002	2,111	0	3,353	233	3,778	34,440
Reading	20,312	4,809	12,276	12,265	2,755	2,221	0	3,172	268	4,335	62,412
Lebanon	2,059	1,107	3,481	1,619	542	1,088	0	1,030	0	0	10,926
Mercer	2,167	2,591	4,564	3,410	1,545	1,057	0	749	40	643	16,765
Adams	1,664	1,264	4,875	1,730	585	1,005	0	651	0	0	11,775
Franklin	1,808	1,495	5,905	1,528	611	1,122	0	961	0	0	13,431
<b>Total Urban</b>	<b>362,049</b>	<b>119,897</b>	<b>370,435</b>	<b>204,765</b>	<b>60,635</b>	<b>50,458</b>	<b>0</b>	<b>82,432</b>	<b>7,937</b>	<b>128,496</b>	<b>1,387,103</b>
Northwest	9,940	6,834	22,496	8,618	3,255	1,704	0	0	0	0	52,847
N. Central	7,602	7,225	22,920	9,117	3,480	1,600	0	524	0	0	52,468
N. Tier	4,305	6,679	27,404	6,955	2,929	1,438	0	451	0	0	50,162
S. Alleghenies	4,583	5,731	19,478	6,879	2,801	1,575	0	0	0	0	41,046
Wayne County	1	1,805	7,538	1,622	697	709	0	0	0	0	12,373
<b>Total Rural</b>	<b>26,432</b>	<b>28,274</b>	<b>99,836</b>	<b>33,190</b>	<b>13,162</b>	<b>7,027</b>	<b>0</b>	<b>976</b>	<b>0</b>	<b>0</b>	<b>208,896</b>
Interstate Program	317,378	0	38,446	42,542	0	0	0	0	0	0	398,367
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	145,017	0	0	35,000	0	0	0	0	359,482
<b>GRAND TOTAL</b>	<b>885,323</b>	<b>148,171</b>	<b>653,735</b>	<b>280,497</b>	<b>73,797</b>	<b>92,484</b>	<b>6,580</b>	<b>83,408</b>	<b>25,530</b>	<b>128,496</b>	<b>2,378,021</b>

## Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

### FFY 2017 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,751
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,278
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,762
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,400
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,363
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,972
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,699
Altoona	2,719	1,249	4,777	2,391	603	992	0	816	0	0	13,547
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,235
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,158
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,276
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,097
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,440
York	3,689	2,928	18,788	3,426	1,002	2,111	0	3,353	233	3,778	39,307
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,119
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,169
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,458
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,489
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,480
<b>Total Urban</b>	<b>362,049</b>	<b>119,897</b>	<b>494,252</b>	<b>214,843</b>	<b>60,635</b>	<b>50,458</b>	<b>0</b>	<b>82,432</b>	<b>7,937</b>	<b>128,496</b>	<b>1,520,999</b>
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,790
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,578
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,664
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,895
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,973
<b>Total Rural</b>	<b>26,432</b>	<b>28,274</b>	<b>133,206</b>	<b>34,823</b>	<b>13,162</b>	<b>7,027</b>	<b>0</b>	<b>976</b>	<b>0</b>	<b>0</b>	<b>243,900</b>
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,311
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,925
<b>GRAND TOTAL</b>	<b>885,323</b>	<b>148,171</b>	<b>856,215</b>	<b>294,303</b>	<b>73,797</b>	<b>92,484</b>	<b>6,580</b>	<b>83,408</b>	<b>25,530</b>	<b>128,496</b>	<b>2,594,307</b>

## Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

### FFY 2018 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	121,065	20,703	104,694	44,447	10,074	11,858	0	30,904	3,782	61,224	408,751
SPC	103,097	41,065	143,611	72,149	22,158	9,506	0	18,719	1,744	28,229	440,278
Harrisburg	13,604	4,219	23,297	7,381	1,719	2,622	0	4,236	447	7,237	64,762
Scranton/WB	17,886	6,133	22,010	10,809	3,152	2,375	0	3,439	384	6,211	72,400
Lehigh Valley	21,922	4,267	23,693	11,835	1,884	2,843	0	4,989	636	10,293	82,363
NEPA	7,889	8,060	28,198	11,532	4,146	2,638	0	1,510	0	0	63,972
SEDA-COG	15,986	6,484	29,241	10,790	3,159	2,039	0	0	0	0	67,699
Altoona	2,719	1,249	4,777	2,391	603	992	0	816	0	0	13,547
Johnstown	7,480	1,568	8,168	3,208	677	1,026	0	1,108	0	0	23,235
Centre County	4,129	1,404	5,722	2,245	676	991	0	989	0	0	16,158
Williamsport	2,404	2,056	9,708	2,220	899	988	0	0	0	0	18,276
Erie	3,422	2,795	11,135	3,125	1,343	1,474	0	1,802	0	0	25,097
Lancaster	8,745	5,699	19,714	7,721	3,104	2,503	0	4,004	404	6,545	58,440
York	3,689	2,928	18,788	3,426	1,002	2,111	0	3,353	233	3,778	39,307
Reading	20,312	4,809	16,380	12,868	2,755	2,221	0	3,172	268	4,335	67,119
Lebanon	2,059	1,107	4,645	1,699	542	1,088	0	1,030	0	0	12,169
Mercer	2,167	2,591	6,089	3,578	1,545	1,057	0	749	40	643	18,458
Adams	1,664	1,264	6,504	1,815	585	1,005	0	651	0	0	13,489
Franklin	1,808	1,495	7,878	1,604	611	1,122	0	961	0	0	15,480
<b>Total Urban</b>	<b>362,049</b>	<b>119,897</b>	<b>494,252</b>	<b>214,843</b>	<b>60,635</b>	<b>50,458</b>	<b>0</b>	<b>82,432</b>	<b>7,937</b>	<b>128,496</b>	<b>1,520,999</b>
Northwest	9,940	6,834	30,015	9,042	3,255	1,704	0	0	0	0	60,790
N. Central	7,602	7,225	30,581	9,565	3,480	1,600	0	524	0	0	60,578
N. Tier	4,305	6,679	36,564	7,298	2,929	1,438	0	451	0	0	59,664
S. Alleghenies	4,583	5,731	25,988	7,217	2,801	1,575	0	0	0	0	47,895
Wayne County	1	1,805	10,058	1,701	697	709	0	0	0	0	14,973
<b>Total Rural</b>	<b>26,432</b>	<b>28,274</b>	<b>133,206</b>	<b>34,823</b>	<b>13,162</b>	<b>7,027</b>	<b>0</b>	<b>976</b>	<b>0</b>	<b>0</b>	<b>243,900</b>
Interstate Program	317,378	0	51,297	44,636	0	0	0	0	0	0	413,311
Statewide Program	0	0	0	0	0	0	6,580	0	17,593	0	24,173
Statewide Reserve	179,465	0	177,460	0	0	35,000	0	0	0	0	391,925
<b>GRAND TOTAL</b>	<b>885,323</b>	<b>148,171</b>	<b>856,215</b>	<b>294,303</b>	<b>73,797</b>	<b>92,484</b>	<b>6,580</b>	<b>83,408</b>	<b>25,530</b>	<b>128,496</b>	<b>2,594,307</b>



## Appendix 2 - Highway/Bridge Base Funding Allocations for Each Region

### Total FFY 2015-2018 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	484,261	82,813	345,886	172,136	40,295	47,432	0	123,614	15,127	244,896	1,556,461
SPC	412,387	164,260	474,460	279,420	88,632	38,024	0	74,876	6,975	112,918	1,651,952
Harrisburg	54,416	16,876	76,969	28,586	6,876	10,488	0	16,943	1,788	28,947	241,888
Scranton/WB	71,545	24,533	72,716	41,862	12,609	9,499	0	13,756	1,535	24,845	272,900
Lehigh Valley	87,687	17,068	78,278	45,835	7,536	11,373	0	19,957	2,543	41,173	311,450
NEPA	31,554	32,239	93,159	44,661	16,585	10,551	0	6,041	0	0	234,790
SEDA-COG	63,945	25,936	96,606	41,788	12,636	8,154	0	0	0	0	249,065
Altoona	10,877	4,998	15,782	9,259	2,410	3,968	0	3,266	0	0	50,559
Johnstown	29,921	6,272	26,986	12,424	2,709	4,102	0	4,430	0	0	86,845
Centre County	16,518	5,617	18,905	8,696	2,705	3,964	0	3,957	0	0	60,361
Williamsport	9,618	8,223	32,072	8,599	3,597	3,954	0	0	0	0	66,063
Erie	13,689	11,181	36,789	12,101	5,372	5,895	0	7,209	0	0	92,237
Lancaster	34,982	22,796	65,129	29,902	12,417	10,013	0	16,017	1,617	26,181	219,054
York	14,755	11,712	62,072	13,267	4,006	8,443	0	13,412	933	15,112	143,713
Reading	81,246	19,237	54,115	49,837	11,019	8,883	0	12,686	1,071	17,340	255,435
Lebanon	8,237	4,429	15,345	6,579	2,167	4,353	0	4,118	0	0	45,227
Mercer	8,668	10,362	20,117	13,857	6,181	4,226	0	2,997	159	2,571	69,138
Adams	6,656	5,056	21,489	7,031	2,341	4,020	0	2,606	0	0	49,198
Franklin	7,234	5,981	26,028	6,210	2,445	4,490	0	3,844	0	0	56,232
<b>Total Urban</b>	<b>1,448,196</b>	<b>479,588</b>	<b>1,632,902</b>	<b>832,051</b>	<b>242,539</b>	<b>201,830</b>	<b>0</b>	<b>329,729</b>	<b>31,749</b>	<b>513,982</b>	<b>5,712,566</b>
Northwest	39,761	27,337	99,164	35,017	13,019	6,816	0	0	0	0	221,113
N. Central	30,407	28,898	101,033	37,045	13,921	6,401	0	2,098	0	0	219,803
N. Tier	17,221	26,718	120,798	28,262	11,717	5,751	0	1,805	0	0	212,272
S. Alleghenies	18,333	22,922	85,859	27,951	11,202	6,301	0	0	0	0	172,569
Wayne County	5	7,222	33,230	6,590	2,788	2,838	0	0	0	0	52,673
<b>Total Rural</b>	<b>105,727</b>	<b>113,097</b>	<b>440,084</b>	<b>134,865</b>	<b>52,648</b>	<b>28,106</b>	<b>0</b>	<b>3,903</b>	<b>0</b>	<b>0</b>	<b>878,430</b>
Interstate Program	1,269,512	0	169,473	172,869	0	0	0	0	0	0	1,611,854
Statewide Program	0	0	0	0	0	0	26,321	0	70,370	0	96,692
Statewide Reserve	717,859	0	619,843	0	0	140,000	0	0	0	0	1,477,702
<b>GRAND TOTAL</b>	<b>3,541,294</b>	<b>592,685</b>	<b>2,862,302</b>	<b>1,139,785</b>	<b>295,187</b>	<b>369,936</b>	<b>26,321</b>	<b>333,632</b>	<b>102,119</b>	<b>513,982</b>	<b>9,777,243</b>

Appendix 3  
State Transit Funds  
Estimated Annual Funding 2015  
\$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total	
URBAN	SEPTA	316,090	0	550,899	16,042	0	883,031	
	PAAC	102,930	0	204,458	13,023	871	321,282	
	AMTRAN -- Blair	0	0	2,553	0	0	2,553	
	<i>Blair Senior Services</i>	0	0	0	1,176	0	1,176	
	BARTA -- Berks	0	0	7,368	790	0	8,158	
	BCTA -- Beaver	0	0	3,116	0	0	3,116	
	CAT -- Dauphin	0	0	6,903	711	0	7,614	
	CATA -- Centre	0	0	4,461	282	0	4,743	
	CCTA -- Cambria	0	0	6,006	772	0	6,778	
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503	
	EMTA -- Erie	0	0	7,755	995	0	8,750	
	Fayette County	0	0	769	377	0	1,146	
	HPT -- Hazleton	0	0	1,638	0	0	1,638	
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059	
	LCTA -- Luzerne	0	0	5,046	652	0	5,698	
	COLT -- Lebanon	0	0	1,570	488	0	2,058	
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351	
	MCTA -- Monroe	0	0	1,651	617	0	2,268	
	Pottstown	0	0	1,033	0	0	1,033	
	<i>Suburban Transit, Inc.</i>	0	0	0	4,508	0	4,508	
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882	
	SVSS -- Shenango Valley	0	0	661	773	0	1,434	
	Washington	0	0	1,032	0	0	1,032	
	<i>WCTA -- Washington</i>	0	0	0	1,884	0	1,884	
	WBT -- Williamsport	0	0	3,434	0	0	3,434	
	<i>STEP, Inc.</i>	0	0	0	661	0	661	
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747	
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747	
	Unallocated Other Urban Systems	0	0	0	0	1,733	1,733	
	<b>Urban Total</b>		<b>419,020</b>	<b>0</b>	<b>845,405</b>	<b>52,988</b>	<b>2,604</b>	<b>1,320,017</b>
RURAL	ATA	0	0	3,731	292	0	4,023	
	BTA -- Butler	0	0	740	0	0	740	
	<i>Butler County</i>	0	0	0	576	0	576	
	Carbon	0	0	225	575	0	800	
	CATA -- Crawford	0	0	661	429	0	1,090	
	DUFAST	0	0	483	0	0	483	
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555	
	ICTA -- Indiana	0	0	1,295	417	0	1,712	
	Mid-County -- Armstrong	0	0	513	357	0	870	
	Mt. Carmel	0	0	284	0	0	284	
	<i>Northumberland County</i>	0	0	0	639	0	639	
	NCATA -- New Castle	0	0	3,665	0	0	3,665	
	<i>ACTS -- Lawrence</i>	0	0	0	386	0	386	
	STS -- Schuylkill	0	0	1,353	764	0	2,117	
	TAWC -- Warren	0	0	561	358	0	919	
	VCTO -- Venango	0	0	351	200	0	551	
	<b>Rural Total</b>		<b>0</b>	<b>0</b>	<b>14,592</b>	<b>5,818</b>	<b>0</b>	<b>20,410</b>
	Total Other ^	0	0	4,515	15,093	0	19,608	
PennDOT Discretion	23,970	0	0	0	0	23,970		
Other Unallocated (Urban/Rural)	36,440	0	49,012	6,540	1,124	93,116		
<b>GRAND TOTAL</b>		<b>479,430</b>	<b>0</b>	<b>913,524</b>	<b>80,439</b>	<b>3,728</b>	<b>1,477,121</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

# Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

**Appendix 3**  
**State Transit Funds**  
 Estimated Annual Funding 2016  
 \$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
<b>URBAN</b>	SEPTA	338,130	0	550,899	16,042	0	905,071
	PAAC	110,110	0	204,458	13,023	871	328,462
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	<i>Blair Senior Services</i>	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	<i>Suburban Transit, Inc.</i>	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	<i>WCTA -- Washington</i>	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	<i>STEP, Inc.</i>	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
Unallocated Other Urban Systems	0	0	0	0	1,733	1,733	
<b>Urban Total</b>	<b>448,240</b>	<b>0</b>	<b>845,405</b>	<b>52,988</b>	<b>2,604</b>	<b>1,349,237</b>	
<b>RURAL</b>	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	<i>Butler County</i>	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	<i>Northumberland County</i>	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	<i>ACTS -- Lawrence</i>	0	0	0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358	0	919
	VCTO -- Venango	0	0	351	200	0	551
	<b>Rural Total</b>	<b>0</b>	<b>0</b>	<b>14,592</b>	<b>5,818</b>	<b>0</b>	<b>20,410</b>
	Total Other ^	0	0	4,515	15,093	0	19,608
PennDOT Discretion	25,640	0	0	0	0	25,640	
Other Unallocated (Urban/Rural)	38,980	0	109,912	6,540	1,124	156,556	
<b>GRAND TOTAL</b>	<b>512,860</b>	<b>0</b>	<b>974,424</b>	<b>80,439</b>	<b>3,728</b>	<b>1,571,451</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

# Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

**Appendix 3**  
**State Transit Funds**  
 Estimated Annual Funding 2017  
 \$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
<b>URBAN</b>	SEPTA	338,790	0	550,899	16,042	0	905,731
	PAAC	110,330	0	204,458	13,023	871	328,682
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	<i>Blair Senior Services</i>	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	<i>Suburban Transit, Inc.</i>	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	<i>WCTA -- Washington</i>	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	<i>STEP, Inc.</i>	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
Unallocated Other Urban Systems	0	0	0	0	1,733	1,733	
	<b>Urban Total</b>	<b>449,120</b>	<b>0</b>	<b>845,405</b>	<b>52,988</b>	<b>2,604</b>	<b>1,350,117</b>
<b>RURAL</b>	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	<i>Butler County</i>	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	<i>Northumberland County</i>	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	<i>ACTS -- Lawrence</i>	0	0	0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358	0	919
	VCTO -- Venango	0	0	351	200	0	551
	<b>Rural Total</b>	<b>0</b>	<b>0</b>	<b>14,592</b>	<b>5,818</b>	<b>0</b>	<b>20,410</b>
	Total Other ^	0	0	4,515	15,093	0	19,608
	PennDOT Discretion	25,690	0	0	0	0	25,690
	Other Unallocated (Urban/Rural)	39,050	0	127,874	6,540	1,124	174,588
	<b>GRAND TOTAL</b>	<b>513,860</b>	<b>0</b>	<b>992,386</b>	<b>80,439</b>	<b>3,728</b>	<b>1,590,413</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

# Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

**Appendix 3**  
**State Transit Funds**  
 Estimated Annual Funding 2018  
 \$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
<b>URBAN</b>	SEPTA	368,530	0	550,899	16,042	0	935,471
	PAAC	120,010	0	204,458	13,023	871	338,362
	AMTRAN -- Blair	0	0	2,553	0	0	2,553
	<i>Blair Senior Services</i>	0	0	0	1,176	0	1,176
	BARTA -- Berks	0	0	7,368	790	0	8,158
	BCTA -- Beaver	0	0	3,116	0	0	3,116
	CAT -- Dauphin	0	0	6,903	711	0	7,614
	CATA -- Centre	0	0	4,461	282	0	4,743
	CCTA -- Cambria	0	0	6,006	772	0	6,778
	COLTS -- Lackawanna	0	0	6,336	1,167	0	7,503
	EMTA -- Erie	0	0	7,755	995	0	8,750
	Fayette County	0	0	769	377	0	1,146
	HPT -- Hazleton	0	0	1,638	0	0	1,638
	LANTA -- Lehigh-Northampton	0	0	13,491	2,568	0	16,059
	LCTA -- Luzerne	0	0	5,046	652	0	5,698
	COLT -- Lebanon	0	0	1,570	488	0	2,058
	MMVTA -- Mid Mon Valley	0	0	2,351	0	0	2,351
	MCTA -- Monroe	0	0	1,651	617	0	2,268
	Pottstown	0	0	1,033	0	0	1,033
	<i>Suburban Transit, Inc.</i>	0	0	0	4,508	0	4,508
	RRTA -- Lancaster	0	0	5,360	1,522	0	6,882
	SVSS -- Shenango Valley	0	0	661	773	0	1,434
	Washington	0	0	1,032	0	0	1,032
	<i>WCTA -- Washington</i>	0	0	0	1,884	0	1,884
	WBT -- Williamsport	0	0	3,434	0	0	3,434
	<i>STEP, Inc.</i>	0	0	0	661	0	661
	WCTA -- Westmoreland	0	0	2,767	2,980	0	5,747
	YATA -- York/Adams	0	0	4,747	1,000	0	5,747
Unallocated Other Urban Systems	0	0	0	0	1,733	1,733	
<b>Urban Total</b>		<b>488,540</b>	<b>0</b>	<b>845,405</b>	<b>52,988</b>	<b>2,604</b>	<b>1,389,537</b>
<b>RURAL</b>	ATA	0	0	3,731	292	0	4,023
	BTA -- Butler	0	0	740	0	0	740
	<i>Butler County</i>	0	0	0	576	0	576
	Carbon	0	0	225	575	0	800
	CATA -- Crawford	0	0	661	429	0	1,090
	DUFAST	0	0	483	0	0	483
	EMTA -- Endless Mtns.	0	0	730	825	0	1,555
	ICTA -- Indiana	0	0	1,295	417	0	1,712
	Mid-County -- Armstrong	0	0	513	357	0	870
	Mt. Carmel	0	0	284	0	0	284
	<i>Northumberland County</i>	0	0	0	639	0	639
	NCATA -- New Castle	0	0	3,665	0	0	3,665
	<i>ACTS -- Lawrence</i>	0	0	0	386	0	386
	STS -- Schuylkill	0	0	1,353	764	0	2,117
	TAWC -- Warren	0	0	561	358	0	919
	VCTO -- Venango	0	0	351	200	0	551
	<b>Rural Total</b>		<b>0</b>	<b>0</b>	<b>14,592</b>	<b>5,818</b>	<b>0</b>
Total Other ^	0	0	4,515	15,093	0	19,608	
PennDOT Discretion	27,950	0	0	0	0	27,950	
Other Unallocated (Urban/Rural)	42,480	0	154,921	6,540	1,124	205,065	
<b>GRAND TOTAL</b>		<b>558,970</b>	<b>0</b>	<b>1,019,433</b>	<b>80,439</b>	<b>3,728</b>	<b>1,662,570</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

# Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

**Appendix 3**  
**State Transit Funds**  
 Estimated Total Annual Funding 2015-2018  
 \$000

	OPERATOR	Asset * Improvement	New Initiatives	Operating # Assistance	Shared Ride @	5310 State Match	Total
<b>URBAN</b>	SEPTA	1,361,540	0	2,203,596	64,168	0	3,629,304
	PAAC	443,380	0	817,832	52,092	3,484	1,316,788
	AMTRAN -- Blair	0	0	10,212	0	0	10,212
	<i>Blair Senior Services</i>	0	0	0	4,704	0	4,704
	BARTA -- Berks	0	0	29,472	3,160	0	32,632
	BCTA -- Beaver	0	0	12,464	0	0	12,464
	CAT -- Dauphin	0	0	27,612	2,844	0	30,456
	CATA -- Centre	0	0	17,844	1,128	0	18,972
	CCTA -- Cambria	0	0	24,024	3,088	0	27,112
	COLTS -- Lackawanna	0	0	25,344	4,668	0	30,012
	EMTA -- Erie	0	0	31,020	3,980	0	35,000
	Fayette County	0	0	3,076	1,508	0	4,584
	HPT -- Hazleton	0	0	6,552	0	0	6,552
	LANTA -- Lehigh-Northampton	0	0	53,964	10,272	0	64,236
	LCTA -- Luzerne	0	0	20,184	2,608	0	22,792
	COLT -- Lebanon	0	0	6,280	1,952	0	8,232
	MMVTA -- Mid Mon Valley	0	0	9,404	0	0	9,404
	MCTA -- Monroe	0	0	6,604	2,468	0	9,072
	Pottstown	0	0	4,132	0	0	4,132
	<i>Suburban Transit, Inc.</i>	0	0	0	18,032	0	18,032
	RRTA -- Lancaster	0	0	21,440	6,088	0	27,528
	SVSS -- Shenango Valley	0	0	2,644	3,092	0	5,736
	Washington	0	0	4,128	0	0	4,128
	WCTA -- Washington	0	0	0	7,536	0	7,536
	WBT -- Williamsport	0	0	13,736	11,920	0	25,656
	<i>STEP, Inc.</i>	0	0	0	2,644	0	2,644
	WCTA -- Westmoreland	0	0	11,068	0	0	11,068
	YATA -- York/Adams	0	0	18,988	4,000	0	22,988
Unallocated Other Urban Systems	0	0	0	0	6,932	6,932	
<b>Urban Total</b>	<b>1,804,920</b>	<b>0</b>	<b>3,381,620</b>	<b>211,952</b>	<b>10,416</b>	<b>5,408,908</b>	
<b>RURAL</b>	ATA	0	0	14,924	1,168	0	16,092
	BTA -- Butler	0	0	2,960	0	0	2,960
	<i>Butler County</i>	0	0	0	2,304	0	2,304
	Carbon	0	0	900	2,300	0	3,200
	CATA -- Crawford	0	0	2,644	1,716	0	4,360
	DUFAST	0	0	1,932	0	0	1,932
	EMTA -- Endless Mtns.	0	0	2,920	3,300	0	6,220
	ICTA -- Indiana	0	0	5,180	1,668	0	6,848
	Mid-County -- Armstrong	0	0	2,052	1,428	0	3,480
	Mt. Carmel	0	0	1,136	0	0	1,136
	Northumberland County	0	0	0	2,556	0	2,556
	NCATA -- New Castle	0	0	14,660	0	0	14,660
	<i>ACTS -- Lawrence</i>	0	0	0	1,544	0	1,544
	STS -- Schuylkill	0	0	5,412	3,056	0	8,468
	TAWC -- Warren	0	0	2,244	1,432	0	3,676
	VCTO -- Venango	0	0	1,404	800	0	2,204
	<b>Rural Total</b>	<b>0</b>	<b>0</b>	<b>58,368</b>	<b>23,272</b>	<b>0</b>	<b>81,640</b>
Total Other ^	0	0	18,060	60,372	0	78,432	
PennDOT Discretion	103,250	0	0	0	0	103,250	
Other Unallocated (Urban/Rural)	156,950	0	441,719	26,160	4,496	629,325	
<b>GRAND TOTAL</b>	<b>2,065,120</b>	<b>0</b>	<b>3,899,767</b>	<b>321,756</b>	<b>14,912</b>	<b>6,301,555</b>	

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%.

# Distribution for all fiscal years is based on FY 2011-12 operating statistics and uses 13/14 distributed amounts. Additional operating funding will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

^Attached list shows how Total Other funds are distributed in 2013. Assume similar distribution in future years.

@ Shared Ride allocation is based on 13/14 actual grants. Assume similar distribution in subsequent years.

**Appendix 4**  
**2015 Financial Guidance**  
**Federal Transit Funding 2015-2018 (\$000)**

Federal Transit	FFY 2015						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
<b>Large Urban</b>	0	9,656	0	0	0	0	9,656
<b>Small Urban</b>	1,482	0	2,104	0	0	1,634	5,220
<b>Non Urbanized</b>	0	0	2,391	19,000	0	1,248	22,639
<b>Intercity Bus</b>	0	0	0	3,000	0	0	3,000
<b>Appalachian Counties</b>	0	0	0	0	5,000	0	5,000
<b>TOTALS</b>	<b>186,127</b>	<b>128,790</b>	<b>12,298</b>	<b>22,000</b>	<b>5,000</b>	<b>17,002</b>	<b>371,217</b>

+These funds can be used for operating, capital or technical assistance

\*\* Systems that can use a portion of their federal 5307 funds for operating assistance

\*\* Systems are not able to use their federal section 5307 funds for operating assistance

**Appendix 4**  
**2015 Financial Guidance**  
**Federal Transit Funding 2015-2018 (\$000)**

Federal Transit	FFY 2016						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
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East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
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Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
<b>Large Urban</b>	0	9,656	0	0	0	0	9,656
<b>Small Urban</b>	1,482	0	2,104	0	0	1,634	5,220
<b>Non Urbanized</b>	0	0	2,391	19,000	0	1,248	22,639
<b>Intercity Bus</b>	0	0	0	3,000	0	0	3,000
<b>Appalachian Counties</b>				0	5,000	0	5,000
<b>TOTALS</b>	<b>186,127</b>	<b>128,790</b>	<b>12,298</b>	<b>22,000</b>	<b>5,000</b>	<b>17,002</b>	<b>371,217</b>

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**Appendix 4**  
**2015 Financial Guidance**  
**Federal Transit Funding 2015-2018 (\$000)**

Federal Transit	FY 2017						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
<b>Large Urban</b>	0	9,656	0	0	0	0	9,656
<b>Small Urban</b>	1,482	0	2,104	0	0	1,634	5,220
<b>Non Urbanized</b>	0	0	2,391	19,000	0	1,248	22,639
<b>Intercity Bus</b>	0	0	0	3,000	0	0	3,000
<b>Appalachian Counties</b>	0	0	0	0	5,000	0	5,000
<b>TOTALS</b>	<b>186,127</b>	<b>128,790</b>	<b>12,298</b>	<b>22,000</b>	<b>5,000</b>	<b>17,002</b>	<b>371,217</b>

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**Appendix 4**  
**2015 Financial Guidance**  
**Federal Transit Funding 2015-2018 (\$000)**

Federal Transit	FY 2018						
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	7,775	0	618	0	0	885	9,278
Altoona*	1,186	0	0	0	0	0	1,186
East Stroudsburg*	1,671	0	0	0	0	0	1,671
Erie*	3,627	0	0	0	0	0	3,627
Harrisburg*	5,967	0	382	0	0	500	6,849
Hazleton*	797	0	0	0	0	0	797
Johnstown*	1,501	13	0	0	0	0	1,514
Lancaster*	8,560	0	349	0	0	538	9,447
Lebanon*	1,385	0	0	0	0	0	1,385
Monessen*	1,375	0	0	0	0	0	1,375
Philadelphia**	100,982	99,611	3,476	0	0	8,234	212,303
Pittsburgh**	31,400	19,510	1,936	0	0	2,870	55,716
Pottstown*	1,272	0	0	0	0	0	1,272
Reading*	3,528	0	284	0	0	390	4,202
Scranton/Wilkes-Barre*	3,973	0	477	0	0	424	4,874
Sharon*	634	0	52	0	0	0	686
State College*	2,628	0	0	0	0	0	2,628
Uniontown-Connellsville*	1,016	0	0	0	0	0	1,016
Williamsport*	1,929	0	0	0	0	0	1,929
York*	3,439	0	229	0	0	279	3,947
<b>Large Urban</b>	0	9,656	0	0	0	0	9,656
<b>Small Urban</b>	1,482	0	2,104	0	0	1,634	5,220
<b>Non Urbanized</b>	0	0	2,391	19,000	0	1,248	22,639
<b>Intercity Bus</b>	0	0	0	3,000	0	0	3,000
<b>Appalachian Counties</b>	0	0	0	0	5,000	0	5,000
<b>TOTALS</b>	<b>186,127</b>	<b>128,790</b>	<b>12,298</b>	<b>22,000</b>	<b>5,000</b>	<b>17,002</b>	<b>371,217</b>

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**Appendix 4**  
**2015 Financial Guidance**  
**Federal Transit Funding 2015-2018 (\$000)**

Federal Transit	Total FFY 2015 - FFY 2018						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus)	Total
Allentown-Bethlehem*	31,100	0	2,472	0	0	3,540	37,112
Altoona*	4,744	0	0	0	0	0	4,744
East Stroudsburg*	6,684	0	0	0	0	0	6,684
Erie*	14,508	0	0	0	0	0	14,508
Harrisburg*	23,868	0	1,528	0	0	2,000	27,396
Hazleton*	3,188	0	0	0	0	0	3,188
Johnstown*	6,004	52	0	0	0	0	6,056
Lancaster*	34,240	0	1,396	0	0	2,152	37,788
Lebanon*	5,540	0	0	0	0	0	5,540
Monessen*	5,500	0	0	0	0	0	5,500
Philadelphia**	403,928	398,444	13,904	0	0	32,936	849,212
Pittsburgh**	125,600	78,040	7,744	0	0	11,480	222,864
Pottstown*	5,088	0	0	0	0	0	5,088
Reading*	14,112	0	1,136	0	0	1,560	16,808
Scranton/Wilkes-Barre*	15,892	0	1,908	0	0	1,696	19,496
Sharon*	2,536	0	208	0	0	0	2,744
State College*	10,512	0	0	0	0	0	10,512
Uniontown-Connellsville*	4,064	0	0	0	0	0	4,064
Williamsport*	7,716	0	0	0	0	0	7,716
York*	13,756	0	916	0	0	1,116	15,788
<b>Large Urban</b>	0	38,624	0	0	0	0	38,624
<b>Small Urban</b>	5,928	0	8,416	0	0	6,536	20,880
<b>Non Urbanized</b>	0	0	9,564	76,000	0	4,992	90,556
<b>Intercity Bus</b>	0	0	0	12,000	0	0	12,000
<b>Appalachian Counties</b>	0	0	0	0	20,000	0	20,000
<b>TOTALS</b>	<b>744,508</b>	<b>515,160</b>	<b>49,192</b>	<b>88,000</b>	<b>20,000</b>	<b>68,008</b>	<b>1,484,868</b>

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**Appendix 5**  
**2015-2018 Federal and State Transit Funding by Region**  
(\$000)

Region	2015			2016			2017			2018			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	213,575	888,572	1,102,147	213,575	910,612	1,124,187	213,575	911,272	1,124,847	213,575	941,012	1,154,587	854,300	3,651,468	4,505,768
Southwest Penna	58,107	344,507	402,614	58,107	351,687	409,794	58,107	351,907	410,014	58,107	361,587	419,694	232,428	1,409,688	1,642,116
Harrisburg	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	14,463	6,849	7,614	14,463	27,396	30,456	57,852
Scranton/WB	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	20,510	5,671	14,839	20,510	22,684	59,356	82,040
Lehigh Valley	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	25,337	9,278	16,059	25,337	37,112	64,236	101,348
NEPA	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	6,856	1,671	5,185	6,856	6,684	20,740	27,424
SEDA-COG	0	923	923	0	923	923	0	923	923	0	923	923	0	3,692	3,692
Altoona	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	4,915	1,186	3,729	4,915	4,744	14,916	19,660
Johnstown	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	8,292	1,514	6,778	8,292	6,056	27,112	33,168
Centre County	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	7,371	2,628	4,743	7,371	10,512	18,972	29,484
Williamsport	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	6,024	1,929	4,095	6,024	7,716	16,380	24,096
Erie	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	12,377	3,627	8,750	12,377	14,508	35,000	49,508
Lancaster	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	16,329	9,447	6,882	16,329	37,788	27,528	65,316
York	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	9,694	3,947	5,747	9,694	15,788	22,988	38,776
Reading	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	12,360	4,202	8,158	12,360	16,808	32,632	49,440
Lebanon	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	3,443	1,385	2,058	3,443	5,540	8,232	13,772
SVATS	686	1,434	2,120	686	1,434	2,120	686	1,434	2,120	686	1,434	2,120	2,744	5,736	8,480
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Urban</b>	<b>325,702</b>	<b>1,330,073</b>	<b>1,655,775</b>	<b>325,702</b>	<b>1,359,293</b>	<b>1,684,995</b>	<b>325,702</b>	<b>1,360,173</b>	<b>1,685,875</b>	<b>325,702</b>	<b>1,399,593</b>	<b>1,725,295</b>	<b>1,302,808</b>	<b>5,449,132</b>	<b>6,751,940</b>
Northwest	0	2,560	2,560	0	2,560	2,560	0	2,560	2,560	0	2,560	2,560	0	10,240	10,240
Northcentral	0	4,506	4,506	0	4,506	4,506	0	4,506	4,506	0	4,506	4,506	0	18,024	18,024
Northern Tier	0	1,555	1,555	0	1,555	1,555	0	1,555	1,555	0	1,555	1,555	0	6,220	6,220
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wayne County	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Rural</b>	<b>0</b>	<b>8,621</b>	<b>8,621</b>	<b>0</b>	<b>8,621</b>	<b>8,621</b>	<b>0</b>	<b>8,621</b>	<b>8,621</b>	<b>0</b>	<b>8,621</b>	<b>8,621</b>	<b>0</b>	<b>34,484</b>	<b>34,484</b>
<b>Unallocated</b>	<b>37,515</b>	<b>94,849</b>	<b>132,364</b>	<b>37,515</b>	<b>158,289</b>	<b>195,804</b>	<b>37,515</b>	<b>176,321</b>	<b>213,836</b>	<b>37,515</b>	<b>206,798</b>	<b>244,313</b>	<b>150,060</b>	<b>636,257</b>	<b>786,317</b>
<b>Reserve/Other</b>	<b>8,000</b>	<b>43,578</b>	<b>51,578</b>	<b>8,000</b>	<b>45,248</b>	<b>53,248</b>	<b>8,000</b>	<b>45,298</b>	<b>53,298</b>	<b>8,000</b>	<b>47,558</b>	<b>55,558</b>	<b>32,000</b>	<b>181,682</b>	<b>213,682</b>
<b>Grand Total</b>	<b>371,217</b>	<b>1,477,121</b>	<b>1,709,911</b>	<b>371,217</b>	<b>1,571,451</b>	<b>1,942,668</b>	<b>371,217</b>	<b>1,590,413</b>	<b>1,961,630</b>	<b>371,217</b>	<b>1,662,570</b>	<b>2,033,787</b>	<b>1,484,868</b>	<b>6,301,555</b>	<b>7,786,423</b>

\* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

## Appendix 6

### Schedule for developing and approving the 2015 Transportation Program

8/22/13 to 12/12/13	State Transportation Commission, PennDOT and planning partners conduct a pilot public outreach/public input strategy to update the 12 Year Program.
10/16/13	A conference call with all Planning Partners' and Districts is held. Department program priorities are shared along with draft financial guidance discussion.
10/30/13	A work session is held with all Planning Partners' and Districts. Department program priorities are shared along with draft financial guidance. The goal is to reach consensus on the guidance.
10/30 to 11/1/13	A three-day Planning Partners' Meeting is held in Harrisburg to discuss the program update process and other transportation issues.
By 11/1/13	Draft Financial Guidance is issued.
By 11/8/13	General and Procedural Guidance and Schedule for Developing and approving the 2015 Transportation Program are finalized.
By 11/8/13	The Department issues final guidance to planning partners for the development of the 2015 Program.
By 11/22/13	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to planning partners.
By 11/22/13	PennDOT District project priorities are shared with planning partners. PennDOT will provide the MPO/RPOs with a listing of the draft critical carryover Interstate Management Program projects.
By 1/15/14	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2015 Program. TIP negotiations begin.
By 2/2/14	MPO and RPO "Boards" meet to discuss the 2015 schedule and guidance; set their TIP approval meeting dates for the summer of 2014.
By 2/14/14	PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, including the final "spike" decisions, and share this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
By 2/28/14	State Transportation Commission meets and is updated on development of

the 2015 Program.

- By 2/28/14 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 3/1/14 Program Center completes initial review of preliminary draft TIPs to ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 3/10/14 Program Center conducts individual conference calls with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 3/10/14 Interagency (FHWA, FTA, EPA, DEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 3/15/14 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/15/14 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/15/14 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/18/14 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/25/14 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/14/14 State Transportation Commission approves the Twelve Year Program.
- By 8/15/14 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/30/14 PennDOT obtains joint approval from FHWA and FTA on the 2015 Program.

# Appendix 7

## Section 130 Highway-Rail Grade Crossing

### Safety Program Guidance

#### BACKGROUND

Pennsylvania has received \$6.5-7.0M per year in Section 130 Highway-Rail Crossing Safety funding over the past few years, and is projected to receive ~\$6.5m per year for the foreseeable future. Until recently, these funds were distributed to the Metropolitan Planning Organizations (MPO)/Rural Planning Organizations (RPO) through a formula-based process. Project selection and funding were accomplished by the District Grade Crossing Engineers/Administrators (DGCE/A) in coordination with their Planning organizations, with assistance from the Central Office Grade Crossing Unit (CO GCU) as needed. Numerous concerns with this method were voiced by the Districts and CO staff over the years due to the fact that, in many cases, the funding available through distribution was so small that a full safety project could not be undertaken in many regions. There was also resistance to shift funds between MPOs/RPOs. These factors often left safety funds unutilized.

Early in 2013, the Federal Highway Administration (FHWA) began sharing with PennDOT the utilization rate of the Section 130 funding allocated to the state. This showed that Pennsylvania was using approximately 58% of its statewide allocation. Reviewing the data provided for all the states, showed that neighboring states who centrally managed their allocation had a much higher utilization rate (in excess of 90%, in NJ and OH), whereas states that had a decentralized management of the funds similar to PA (i.e. NY, MD) had similar utilization rates—in the 50 to 60% range.

In order to improve the state's utilization rate of the Section 130 funding, the program was shifted to the CO GCU. It is expected that the benefits of this transfer will include an opportunity to increase PA's utilization rate of the Section 130 funds, more efficiently address the top statewide crossing safety needs, address Rail corridor safety projects in regions that otherwise would not receive enough funding for the projects, and better leverage Railroad contributions to safety projects.

Guidance is provided in the Grade Crossing Manual, Publication 371, Chapter 3, *The Highway-Railroad Crossing Safety Project Process*.

#### FUNDING ALLOCATION

The goal of shifting management of the funds to the Central Office is to increase safety at highway-rail at-grade crossings by increasing the utilization rate of the funds distributed to the state to 100%. To help achieve this goal, the program allocation is expected to be split approximately as follows:

- 50% - Statewide Priority List (highest hazard locations [WBAPS], emergent projects, corridor safety projects)
- 50% - Projects with safety concerns not on the statewide list, local concerns, local Railroad concerns not reflected on WBAPS (i.e. near-miss history)

# Appendix 7

## Section 130 Highway-Rail Grade Crossing

### Safety Program Guidance

#### PROGRAM GUIDELINES

Program implementation will be dependent on the federal obligations as communicated to the CO Grade Crossing staff by the Program Center. A two-year program of grade crossing safety projects will be developed by the CO GCU in coordination with the DGCE/As utilizing selection criteria developed by a workgroup of District and Central Office Grade Crossing staff. The program will be reviewed annually and any project or program savings as projects are accomplished will be transferred to other projects within the obligation window on a statewide basis. This annual review will take place as part of the annual Grade Crossing meeting of CO and District staff that takes place in the fall of each year. The review will be conducted by Department staff to review and approve the program, review progress of the program in odd years, and begin the process for the new program development. A four-year project window will be developed as part of this process to aid in the development of the following two-year program, as well as to assist in planning for the Railroads in order to take advantage of any funds they may be able to budget to contribute to and assist with the safety projects.

#### PROJECT SELECTION CRITERIA

Federal statute Title 23, Section 130 (e) (1) states “At least ½ of the funds authorized for and expended under this section shall be available for the installation of protective devices at railway-highway crossings.” Publication 371 provides further guidance on funding restrictions for the Section 130 program. The development of prioritized grade crossing projects must meet the following criteria:

1. Funds may only be used on open, public, heavy rail (freight and passenger) crossings;
2. The crossing must be identified on the top 25% of the FRA Accident Prediction System statewide.
3. Crossing surface improvement (HTS) costs cannot exceed 20% of the total project costs.
4. Corridor projects must include one project that falls within the top 25% of the FRA Accident Prediction System statewide.
5. Warning device upgrades (from existing warning devices) must provide a safety benefit and not just reflect a replacement in kind.
6. Funds may be used where a crossing falls within the terminus of a highway or bridge project if the crossing meets the top 25% criteria above.

#### Statewide Concerns (Statewide Priority)

The projects selection criteria for these safety improvement projects shall give priority to passive crossings (those without active warning devices), crossing closures, and larger multiple crossing safety upgrade programs in conjunction with specific Railroads that include projects under the previous two categories (corridor projects).



# Appendix 7

## Section 130 Highway-Rail Grade Crossing

### Safety Program Guidance

#### **Local Concerns (not on statewide priority list)**

The projects selection criteria for these safety improvement projects shall take into consideration passive crossings not on the statewide priority list, but will also give priority to crossings with accident history (beyond what is shown in WBAPS), Railroad input regarding near miss experience and increased train traffic, District input on sight distance and other issues, as well as other local concerns expressed by the Planning Partners and other local officials. Other criteria used for these projects will include completion of corridor upgrades and warning signal upgrades (antiquated equipment, roundels, Constant Warning Time circuitry) deemed to be of local benefit but not on the statewide priority list.

#### **PROGRAM DEVELOPMENT**

The CO GCU will develop a prioritized list of approximately 20 projects of statewide concern utilizing the selection criteria outlined above. Each District will submit their top 10 prioritized projects to the CO GCU utilizing the selection criteria outlined for Local Concerns. The Central Office will then review each District's submission and conduct a preliminary prioritization of all the submissions based on a number of additional criteria, including:

- Adherence to selection criteria;
- Ability of Railroad to perform project within Program timeline;
- Contributions to project by Railroad, if any;
- Funding availability;
- A preliminary program of projects will be developed, and the statewide Grade Crossing Workgroup (consisting of CO GCU staff and a representative group from the DGCE/As) will convene to review the list of projects, prioritize this list, and finalize the draft program within the available funding.

The program is expected to consist of approximately 20-30 projects per year for an initial 2 year program. The program will be reviewed annually and refreshed during every two year program cycle. The finalized draft program will be reviewed with the Safety Engineer from the FHWA PA Division Office for approval prior to final program adoption.

#### **PROGRAM TIMELINE AND EXECUTION**

The timeline shown in Figure 1 outlines the milestone dates that should be met in order to develop each two year program. Project evaluation and selection should begin over a year before the Federal funds are available for obligation via the D-4232 process in October of each year. As outlined in Chapter 3 of Publication 371, the FHWA must approve the D-4232 before a PUC application can be filed and the project begun. Once the program has been approved and project implementation begun by the Districts, the progress of projects will be tracked by Central Office. Should projects fall behind during

**Appendix 7**  
**Section 130 Highway-Rail Grade Crossing**  
**Safety Program Guidance**

implementation, other projects will be considered for advancement in order to ensure utilization of that year's available funding. Semi-annual reports will be generated and distributed to the Districts to aid in tracking project execution.

November 8, 2013

**PENNSYLVANIA'S 2015  
TRANSPORTATION PROGRAM  
GENERAL & PROCEDURAL GUIDANCE**

*This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PennDOT.*

**GENERAL AND PROCEDURAL GUIDANCE  
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# PENNSYLVANIA'S 2015 TRANSPORTATION PROGRAM

## GENERAL AND PROCEDURAL GUIDANCE

### Introduction

This Guidance describes the 2015 Transportation Program development process within the context of multiple inter-related, intergovernmental planning functions. Separate processes for the development, adoption, and administration of the Twelve Year Plan (TYP) and Statewide Transportation Improvement Program (STIP) have been coordinated and streamlined over the years. This Guidance informs and directs a unified planning process covering both documents. The first section, [General Guidance](#), identifies policies, requirements or guidance related to the general planning environment or the transportation-specific planning context within which the program development activities take place. The second section, [Program Development and Administration](#), presents policies, requirements or guidance directly related to program development activities. This section also relates guidance for modifying and monitoring the program after adoption. The Guidance includes six Appendices with one optional Appendix to streamline the document and provide additional resources: [Transportation Program Development Process Diagram](#); [TIP Submission Documentation List](#); [Sample Transportation Self-Certification Resolution](#); [Schedule for Adoption](#); [References](#); and an optional [Regional References](#).

The Transportation Program Development Process Diagram depicts the phases of the process from the introduction of transportation problems into the process, to the inclusion of the proposals and the projects on a TIP. The *TIP Submission Documentation List* encompasses the varied documentation that makes up a completed Transportation Improvement Program (TIP) and STIP, including a list of requirements and additional documentation instructions. The *Sample Certification Resolution* provides an example of one of the major TIP requirements for the Metropolitan Planning Organization (MPO). It is also helpful for identifying the comprehensive range of regulatory requirements that must be addressed in the transportation planning process. A *Schedule for Adoption* presents the timing and milestones for completing the complex series of tasks resulting in adoption of a transportation program. *References* include clickable links that can be used with an internet connection to access selected references. Finally, *Regional References* is included as an optional appendix for use by individual planning partners if they choose.

The resulting transportation program meets the varied requirements of State and Federal law, but more importantly, ensures that public investment in the Commonwealth's transportation system is effectively managed and produces an effective and practical set of transportation projects and services.

Once finalized, all 2015 Program guidance and the 2015 Program development schedule will be placed on the PennDOT website, [www.dot.state.pa.us](http://www.dot.state.pa.us), available for program development use by the partners and general access by other interested parties. The draft and final programs will be placed on PennDOT and MPO/RPO websites as they are completed.

## Roles and Responsibilities

- MPOs are responsible for developing and approving metropolitan TIPs.
- PennDOT and the Rural Planning Organization's (RPOs), as well as one independent county, are jointly responsible for developing and approving rural TIPs.
- PennDOT, through its District Offices and Central Offices in Harrisburg, functions as the lead planning agency for the Interstate Highway System, identifying projects in cooperation with the MPOs and RPOs.
- The Governor or his designee (currently the Secretary of the Pennsylvania Department of Transportation) approves the metropolitan and rural TIPs and the Interstate Program, and submits the entire STIP to the US Department of Transportation for their approval.
- The TYP, STIP, and MPO/RPO TIPs are updated every two years. The federal programming documents (STIP and TIPs) will cover a four year time frame to remain consistent with the first four years of the TYP and the first four years of MPO/RPO long range transportation plans.

## Definitions

The following terms are used throughout this document.

- The terms "2015 Transportation Program" and "2015 Program" refer to both of the following transportation project listings:

2015-2018 Statewide Transportation Improvement Program and  
2015-2026 Twelve Year Transportation Program

- The [Statewide Transportation Improvement Program](#) (STIP) is the official federal document mandated under current federal legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) of 2012.
- The [Twelve Year Transportation Program](#) (TYP) is the official state document implemented under PA Act 120 of 1970.
- [PA Act 120](#) established the State Transportation Commission (STC) and its related duties and responsibilities, and authorizes the TYP and its adoption by the STC.
- [Metropolitan Planning Organizations \(MPOs\)](#) are established under MAP-21 as planning bodies responsible for developing and approving transportation programs. MPOs cover all urbanized areas over 50,000 in population excepting small pieces of urbanized areas that extend into Pennsylvania (for example, Hagerstown, MD or Binghamton, NY). The Commonwealth has nineteen MPOs.

- Rural Planning Organizations (RPOs) are under contract to PennDOT to provide transportation planning and programming for rural areas of the Commonwealth (including urban areas with populations less than 50,000). For transportation planning and programming purposes, the RPOs are presently functioning as MPOs. The Commonwealth has four RPOs and one independent county. PennDOT is responsible for the development of the independent county TIP.
- The MPO/RPO Transportation Improvement Programs (TIPs) identify the projects in these areas that are included in the STIP. These terms are interchangeable with metropolitan and rural TIPs. All interstate projects are programmed on a separate TIP.
- “Partners” include the State Transportation Commission, the Pennsylvania Department of Transportation on behalf of the Governor, the Metropolitan Planning Organizations and Rural Planning Organizations, one independent county, 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).
- “Interested parties” mean 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 physically challenged, 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, tribal governments, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

## General Guidance

This Guidance document is intentionally brief. References or examples are included in the text as support tools that users may find useful for developing a broader (or deeper) understanding of the program development process or for professional development. The referenced materials are not intended to be comprehensive. The planning context for program development includes multiple elements:

Federal and State Planning and Programming Rules and Regulations (23 C.F.R. 450, 49 USC 5303-5304, PA Act 120, PennDOT DM1A (Design Manual Part 1A: Pre-TIP and TIP Program Development Procedures))

State and Regional Transportation Plans (Pennsylvania Mobility Plan, PA and Regional ITS Architectures, Region Long Range Transportation Plans, Region Operations Plans, Freight Plans, Bicycle and Pedestrian Plans, Congestion Management Processes)

Other Programs (Economic Development District Plans; County, Regional and Municipal Comprehensive Plans)

Existing PennDOT Data Systems for Asset Management, Environmental Assessment, Contracting, and Performance Review (PennDOT Multi-Modal Management System (MPMS), ECMS, CE Expert System, LPN System)

Corridor studies, Project Development Screening Forms developed from the Department's Linking Planning and NEPA, needs and feasibility studies and environmental clearance documents are also useful as decision-support tools in the development of long range transportation plans and short range programs.

## General Planning Requirements

- Satisfy all Federal and State planning and programming rules and regulations. Federal transportation planning requirements are documented in 23 CFR. 450. Title VI and environmental justice requirements as well as other required planning certifications are identified in the Sample Transportation Planning Certification Resolution and Referenced appendices. Other state tenets, principles, and goals that guide transportation program development are identified in PA Act 120, and the Pennsylvania Mobility Plan.
  - Each project or project phase included in the TIP shall be consistent with the region's approved long range transportation plan.
  - Candidate major capital projects and/or air quality non-exempt projects included in the TIP should be consistent with regional long range transportation plans.

All PennDOT, regional or local plans, programs, studies, management systems, etc., as identified above are part of the planning context and also factor into program development.

- Develop the STIP and MPO/RPO TIPs among all partners and interested parties through a continuing, cooperative and comprehensive process, based upon mutual trust, data sharing (including project technical evaluation input needs), open communication and cooperation at each program development step, leading toward consensus between all planning partners regarding the most effective use of the limited transportation financial resources. Ensure



effective coordination with the providers of all modes of transportation.

- As necessary, partners will respond to new State and Federal initiatives and other changing circumstances as quickly as possible to make necessary adjustments to the joint PennDOT/MPO/RPO planning and programming process.
- Partners will 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 regional needs.
- The management and monitoring systems, corridor studies, Project Development Screening Forms developed from the Department's Linking Planning and NEPA, needs and feasibility studies and environmental clearance documentation will be used as decision-support tools in the development of long range transportation plans and short range programs.
- 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 reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware.
- Strengthen the linkage between land use and transportation decision-making during the development of the 2015 Transportation Program and continue to work to improve this integration process in future years.
- 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.
- Include metropolitan and rural TIPs in the STIP that have been approved by the MPO or RPO and the Governor (or designee) and after verification of consistency with financial guidance on fiscal constraint, project funding eligibility and, completed air quality testing and analysis that demonstrates that conformity has been met, where necessary. All appropriate parties will be notified of individual projects or programs included in the STIP. Close coordination must occur with PennDOT and the STC to insure that approved TIPs are consistent with the approved first four years of the TYP.
- MPOs and RPOs should schedule their TIP approval meeting dates so that air quality conformity analyses by PennDOT's consultants can be scheduled appropriately and the TIPs can be sent to PennDOT according to the attached schedule.

## Public Involvement

- Conduct meaningful public outreach and involvement activities as documented in the individual planning partner's public participation plan and PennDOT's Statewide Public Participation Plan.
  - Establish joint MPO/RPO TIP, PennDOT STIP and STC public comment periods when possible to avoid overlap, maximize return from joint outreach, avoid confusion to the public, and result in a more effective program with the most efficient use of labor across all planning partners. Seek early and coordinated input into the programming process by reviewing current programmed and candidate projects.
  - Conduct STC public involvement by the new guidance issued in the fall of 2013. Direct public involvement to utilize the website survey at [www.talkpatransportation.com](http://www.talkpatransportation.com).
  - TIP documentation must be made available for public comment. A formal public comment time period (minimum 30 days) must be established, and a public meeting or hearing must be held by each MPO/RPO/independent county to gather all comments/concerns on the TIP and related documents.
  - The TIP Submission Documentation List in Appendix 2 identifies the documentation required for public review.
- Provide easy and complete access to all public documentation, including the draft and final TIPs, STIP and Twelve Year Program project listings, taking advantage of the Internet.

## Financial Planning

- As an early part of the program development process, Pennsylvania's transportation planning partners jointly develop and approve a [Transportation Program Financial Guidance](#) document. The guidance provides sufficient information for partners and interested parties to start identifying projects, perform a project technical evaluation, negotiate, and reach consensus on their portion of the Program within fiscal constraint. The guidance:
  - Establishes funding targets for each MPO, RPO, independent county, public transportation operator, and PennDOT. The identified revenues are those that are reasonably anticipated to be available to adequately operate and maintain Federal-aid highways and public transportation in accordance with 23 C.F.R. 450.324(h).
  - Provides estimated revenue growth rates and a methodology for determining an inflation rate (for use in Year of Expenditure (YOE) calculations).
- The TIP financial plans are consolidated statewide within the STIP. Documentation shall contain system-level estimates of cost and revenue sources.
  - Cost estimates must use "year of expenditure (YOE) dollars" to reflect their cost.
  - Constrains the projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance.
  - Identify at a systems-level any funding gaps that may exist.
- Recognize that programs are developed around available transportation funding authorization levels and that annual obligation authority levels will restrict program/project implementation.
- Projects or phases of projects should be programmed in the Federal fiscal year in which the project is anticipated to be obligated.

- Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the MPO/RPO, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).

### Management Systems, Program Performance and Information Sharing

- In order to adequately maintain, operate and preserve existing transportation facilities, the Department and its partners shall undertake the following activities as part of an asset management-based program development process: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation plans and programs; and implement projects as part of annual budgets. Implementation of improved asset management practices will begin with the interstate system, then progress to the NHPP, and other state-owned and local networks.
- Continue to improve the management systems including environmental planning and analysis, maintenance planning and support, the Department’s Linking Planning and NEPA data tools, programming processes and systems, local network management support, and performance measurement and reporting.
  - 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.
  - Share project and program data bases among all parties including project technical evaluation input needs. Continue to share project-specific data, especially as it relates to candidate projects that surface through individual partner activities including their public participation plans/outreach that are not included on current long range plans or programs.
  - Utilize MPMS Maps IQ 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.
- Work toward more effective program and project monitoring to be done in “real time” through project database information sharing as a part of PennDOT’s Multimodal Project Management System (MPMS).
- MAP-21’s emphasis on performance-based transportation system management will require new or revised national performance measures in multiple program areas. Partners will have to update existing measures as needed to standards that meet or exceed the new federal requirements. PennDOT, MPOs and RPOs are encouraged to evaluate their planning efforts and introduce new or improved performance measures where appropriate.

## Program Development and Administration

### Development Procedures

In all cases, projects to be included in the 2015 Transportation Program, including the Interstate Management 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 (transit operators, etc.), primarily with regard to projects in the TIPs/first four years of the Twelve Year Program.

- 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 according to the attached schedule, including sufficient detail for each project needed for technical project evaluation for both air quality conformity analysis and for public review and comment. At a minimum this includes detailed project scope and limits. Together with local priorities, this information will serve as the basis to begin the 2015 Program development.
- 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. These additional projects should be on or consistent with the MPO/RPO adopted Long Range Transportation Plan.
- As planning partners and PennDOT staff continue to refine and finalize the 2015 Program, special attention must be placed on projects or phases of projects that may be or will be carried over from the 2013 Program; this matter needs to be carefully considered during the October through December 2013 time frame. Set aside funding (line item reserves) in the 2015 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs, unforeseen advance construct authorizations, updated cost estimates, and other actions which might occur between program drafting and initiation.
- 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 with state or local funds, but may be eligible for Federal funds and will be submitted to FTA or FHWA during program development for Federal funding on /or after the program is approved) as appropriate. When projects in accrued unbilled status are being converted, the projects must appear on the Planning Partner's Program.
- The TIPs and STIP shall include a project or a phase of a project only if full funding can

reasonably be anticipated to be available within the time period contemplated for completion of the project based on the project phase begin and end dates. This shall also include the estimated total cost of the project's construction which may extend beyond the four years of the TIP and STIP and within the 2<sup>nd</sup> or 3<sup>rd</sup> period of the Twelve Year Transportation Program and the Long Range Transportation Program in accordance with 23 C.F.R. 450.324(i) & (e)(2).

- Utilize the Project Development Screening Forms developed from the Department's Linking Planning and NEPA effort to initiate all new projects being considered for the region TIPs and LRTPs.
- MPOs and RPOs will assist the Department and the 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 transportation plans and the 2015 Program, each planning partner will assist PennDOT staff and the STC in preparing a narrative to 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. All air quality significant projects to be advanced in the last eight years must be listed and fiscal constraint maintained.

### Project Requirements

Share project information and program data bases with all partners including project technical evaluation input needs.

- Include all types and categories of projects on the TIP and TYP (federal, state, local, public and private partners, special Federal, turnpike, airport, rail, and infrastructure bank, etc., but excluding county maintenance and PA Turnpike maintenance funds).
- Include all regionally significant transportation projects being advanced (project that is on a facility which serves regional transportation needs and would normally be included in the air quality modeling of the metropolitan area's transportation network) as defined in 23 C.F.R. Section 450.104.
- Public transportation operators will coordinate and cooperate with the MPO/RPO and the Department in the development of the public transportation portion of the 2015 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources.
- Provide the following information for programmed projects, including the Highway-Bridge Program, the Transit Program, and the Interstate Management Program:
  - Sufficient descriptive (detailed) material to clarify the design concept and scope as well as location of the improvement. The MPO/RPO and District Office must collaborate on the detailed descriptive information and the District must ensure the information is input in the Public Narrative field in MPMS.
  - Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2015, 2016, 2017, and 2018) based upon the latest project schedules and consistent with 23 C.F.R. 450.324(i).

- Detailed project and project phase costs should delineate between federal, state, and local shares. Each project and project phase costs should depict the amount to be obligated/encumbered for each funding category.
- Estimated phase and total costs within the TIP period reflect Year-of-Expenditure (YOE) as noted in the financial guidance.
- Identification of the agency or agencies responsible for implementing the project or phase (i.e. specific Transit Agencies, PennDOT District; MPOs/RPOs; Local Government and private partners).
- 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.

### Line Items

- The use of Reserve Line items programmed on the draft 2015-2018 TIP should be kept to a minimum. Every effort should be made to identify Transportation Alternatives Program (TAP), CMAQ, Safety, Bridge and Local projects in the first 2 years of the TIP.
- Selected project categories that are air quality exempt - betterment, rail/highway grade crossing, and Section 5310 - 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.
- Contingency line items may be used in the first year of the TIP to address uncertainties in cost estimates for carryover projects or cash flow issues such as accrued unbilled costs, advance construct, etc.

### Program-specific and Other Requirements

- The Interstate Management Program for the 2015 Transportation Program will be updated by PennDOT and its planning partners.
  - Partners and the District Offices will help to identify and comment on the interstate projects.
  - Adding capacity to an interstate can be considered by coordinating a cost-sharing arrangement between the MPO/RPO TIP and the interstate program on a case-by-case basis.
  - PennDOT will manage the interstate system on a statewide basis, but will notify MPO/RPOs of Interstate Management Program amendments and modifications even when formal approval is not required.
- Proposed Highway Safety Improvement Program (HSIP) projects will be coordinated with the individual MPO/RPO, PennDOT District, Program Center, and Highway Safety and Traffic Operations Division (HSTOD) and be consistent with Strike Off Letter 470-11-02 dated January 21, 2011, the District Safety Plan, and PennDOT's Strategic Highway Safety Plan. However, other Federal funding categories can be used to program, implement and construct projects that address a documented safety need.
- Intelligent Transportation System (ITS)-type projects will be consistent with the national, state

and individual MPO/RPO ITS architectures. Work to advance transportation safety and operations initiatives that are consistent with the individual MPO/RPO Regional Operations Plans (ROP) and the Statewide Transportation Systems Operations Plan (TSOP).

- The limited number of capacity adding projects to be considered for advancement in nonattainment transportation management areas (TMAs) must be consistent with the Region's Congestion Management Process (CMP).
- 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 appropriate Transportation Improvement Programs. 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.

#### Requirements for TIP Documentation

A [TIP Submission Documentation List](#) is included as Appendix 4. After each TIP is approved by an MPO/RPO, all documentation indicated on the list must be submitted to PennDOT. To ensure completion, a checklist is included as part of this Appendix.

- If possible utilize the Center for Program Development and Management's Share Point Website for the submission Regional TIPS. Five copies of the completed TIP must be provided to the Program Center in PennDOT according to the schedule in Appendix 4. 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. Specific requirements or additional explanations for selected items are provided in the appendix.

#### Program Administration

The 2015 Transportation Program must continue to be responsive to necessary programming changes after adoption. Changes to the TIP and STIP are enacted through TIP Modification Procedures adopted at both the region and state levels. Changes to the TIPs and delivery of completed projects are monitored by the planning partners and the subject of various program status reports.

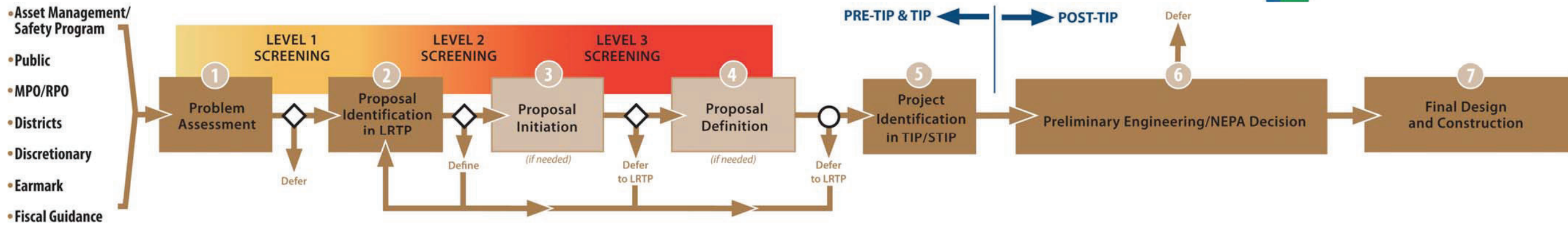
- Projects in the first year of the program shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. Expedited selection procedures may be used if agreed to under each MPO/RPOs modification procedures. The modification procedures that were approved by each MPO and RPO for the 2013 Program should be used as a starting point for the development of their 2015 Program modification procedures. The 2015 program modification procedures must also be part of the public comment period on the recommended 2015 Program.
- 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 STIP/TIP while maintaining year by year financial constraints.

- Coordinate program modifications, including those for the Interstate Management Program, 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 on a streamlined amendment approval processes.
- Track progress of program and project implementation and share the findings with the planning partners and the public. This is the MPO/RPO Progress Report detailing obligations that is sent by PennDOT to the MPOs/RPOs quarterly. (As listed on Appendix 2 items 13 and 14. This is a MAP-21 requirement for state DOTs, MPOs and public transportation properties.) An additional report detailing project completion and total cost will be developed by PennDOT and shared with Planning Partners on a quarterly basis.



# Transportation Program Development and Project Delivery Process

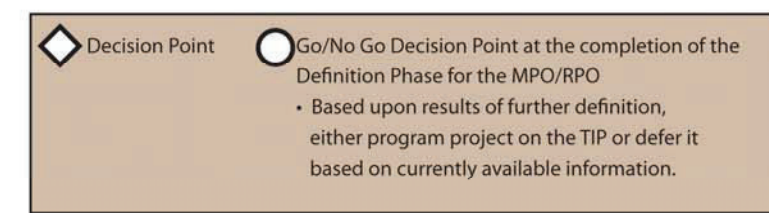


- Asset Management/ Safety Program
- Public
- MPO/RPO
- Districts
- Discretionary
- Earmark
- Fiscal Guidance

- Asset Management, Minor Safety and ITS Projects that Maintain, Repair or Replace facilities in-kind
- PennDOT proactively or reactive to public concerns prepares Asset Management Measures
- PennDOT assesses Asset Management Needs and begins discussion with MPO/RPO on investment strategies
- PennDOT provides line items for asset management and other projects, specific details provided as soon as possible for inclusion in L RTP
- Collaboration with all partners to identify potential issues
- PennDOT continues its asset management investigation in preparation for delivery of an Asset Management Form and Level 2 Form
- PennDOT provides Asset Management Form with project information and priorities
- MPO/RPO provides project contextual info to include environmental, land use, connectivity to regional goals on Level 2 Form
- PennDOT and MPO/RPO collaboratively list projects on L RTP and TIP
- Consideration given for proposals in the +2 years in TIP+2 (years 5-6)

- Major Projects or Studies, Complex Transit, Environmentally Controversial or Complex Engineering, New Asset Projects
- MPO/RPO receives problem statements and proposals from public, municipalities, counties, legislators, other interested parties on a Level 1 Screening Form
- Staff reviews for presentation to MPO/RPO
- MPO/RPO leads Level 2 screening to add suggested approaches to problems
- MPO/RPO leadership recommends deferral/dismissal, additional screening, or places proposal or study on L RTP
- MPO/RPO actions to study a proposal further move to Programming Advisory Committee (PAC) consideration
- MPO/RPO defers/ dismisses idea, or refers to TIP as study
- If study, needs/ alternative analysis and appropriate screening forms are done, including Detailed Studies Report
- DSR or other study results reviewed by PAC for recommendation to MPO/RPO, which makes decision to defer, include on L RTP or on TIP
- Projects on TIP have background environmental, land use, and public involvement documentation for NEPA clearance or use in future NEPA activities
- Projects have a more accurate budget, scope, and schedule than in the past

- Project Initiation Letter
- Notice of Intent (EIS)
- Coordination Plan and Schedule
- Identify/Invite Cooperating & Participating Agencies
- Verify Engineering and Environmental Scoping
- Mode choice(s)
- Alternatives Analysis
- Conceptual mitigation opportunities
- Public/Agency input
- Staging plan (if required)
- Land use evaluation with planning partners
- Scoping Field View
- TS&L approval
- Line & grade approval
- Technical documentation by subject area
- Environmental Documentation
- Mitigation Plan
- VE/ACTT
- Public/Agency input
- Detailed alternatives analysis
- Identification of Preferred Alternative
- Project Management Plan and Annual Financial Plan (Major Projects > \$500m)
- Cost estimating
- TIP Confirmation
- Environmental Decision
  - ROD/Federal Register Notice
  - FONSI
  - CE
  - ED
  - EER
  - Commitment Summary
  - Section 4(f)/6(f) Approval
  - Mitigation Plan
- Permits
- Environmental Tracking
- CSS Themes
- Public Involvement
- Value Engineering (if necessary)
- PS & E
- Permit Conditions
- Permit Amendment (if applicable)
- Environmental Mitigation Review
- Commitment Tracking
- Value Engineering



## Appendix 2 TIP Submission Documentation List

After each TIP is approved by an MPO/RPO, documentation must be submitted to PennDOT that includes the following information: Appendix 2 is a guide for TIP submission – The actual TIP checklist is listed separately in the Document.

- (1) Cover Letter which documents the organization and date of MPO/RPO TIP adoption;
- (2\*) Highway-Bridge Program Project Listing (public version with long narrative);
- (3\*) Public Transportation Program Project Listing (public version with long narrative);
- (4\*) Public Transportation Financial Capacity Analysis (for appropriate operators as determined by the provisions of FTA Circular 7008.1A.)
- (5\*) Air Quality Conformity Determination Report (in non-attainment areas only);
- (6) Air Quality Resolution (in nonattainment areas only);
- (7) Self-Certification Resolution;
- (8\*) TIP Modification Procedures;
- (9\*) MPO/RPO Public Participation Plans;
- (10) Document TIP Public Comment;
- (11\*) Environmental Justice Summary;
- (12) Document the project prioritization and selection process;
- (13) List major regional projects from the previous TIP(s) (implemented);
- (14) List major regional projects from the previous TIP (with significant delays); and,
- (15) TIP checklist

Items identified with an asterisk (\*) must be available for review during the required public comment period.

## TIP Submission Documentation List

Specific requirements or additional explanations are provided below for selected TIP items.

### Project Lists (items 2 and 3)

Projects included on the Highway – Bridge Project List and the Public Transportation Project List must meet requirements identified in ‘Projects’ in the Project Development section. Projects identified in the adopted TIPs and on the PennDOT Interstate Program are also included in the STIP by signature of the Governor or his representative and in the TYP upon adoption by the STC.

### Financial Plan (item 4)

TIP Financial Plans are produced at the statewide level by the Financial Guidance Work Group and documented by the Program Center and the STIP executive summary. No additional MPO/RPO documentation is needed. Financial planning requirements are noted in the General Guidance section and under ‘Project Requirements’ in the Program Development and Administration section.

A Public Transportation Financial Capacity Analysis will be included by appropriate operators as determined by the provisions of FTA Circular 7008.1A.

### Air Quality Conformity (item 5 and 6)

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.

Include an Air Quality Report and an Air Quality Resolution in nonattainment areas.

### MPO Self Certification Resolution (item 7)

Prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements. A sample resolution that identifies the various requirements is attached. Non-TMA MPOs must include documentation to ensure compliance.

### TIP Modification Procedures (item 8)

TIP Modification requirements are identified under Program Administration in the Program Development and Administration section.

### Public Involvement (items 9 and 10)

Public involvement in the development of the transportation program is carried out in accordance with the procedures identified in existing Planning Partner public participation plans and the general guidance provisions of this document. A copy of the MPO/RPO Public Participation Plan, the advertisement of the required 30-day public comment period, and documentation of the agency’s

response to public comment are required in the MPO/RPO TIP submission.

Environmental Justice (EJ) Summary (item 11)

Summarizes the regional transportation program's impacts on minority and low-income populations as required by Executive Order 12898. MPOs/RPOs develop the EJ summaries, which must include the community profiles and methodology used in the assessment.

Project Prioritization Process (item 12)

Provide written documentation of the Partner's project prioritizing process utilized for TIP development and the Department's prioritizing process utilized for the Interstate Management Program. The MPO/RPO submission should include a summary of how it relates to the LRTP vision, goals and objectives.

List of Major Projects from the previous TIP (items 13 and 14)

Two lists will be provided: one list identifies major projects that were completed during the previous TIP. The second list identifies major projects that experienced significant delay during the previous TIP period. The lists will be developed by the MPO/RPO with information provided by the PennDOT Districts.

TIP Checklist

This is the official documentation to ensure that the key components of the final TIP submission are complete. The checklist is included in this document.

Planning Partner: \_\_\_\_\_  
 Non-attainment Area: Yes\_\_\_ No\_\_\_  
 Identify the Pollutant(s): \_\_\_\_\_  
 Maintenance Area: Yes\_\_\_ No\_\_\_  
 Transportation Management Area: Yes\_\_\_ No\_\_\_

		Shaded Stakeholder to Provide Response Others Check to Indicate Response Verified				
	Information Items	Response Type	MPO/RPO	Program Center	FHWA	FTA
<b>1. Public Participation Documentation:</b>	Public comment period:	Date Range				
	Public meeting(s)-Date/Time/Location:	Date/Time/Location				
	Public meeting notice contains info about special needs/ADA Compliance?	Yes / No				
	Does the TIP Documentation contain a summary that provides a general overview of the transportation planning and TIP development process?	Yes / No				
	Does the summary explain the project selection process and/or project evaluation criteria procedures?	Yes / No				
	Environmental Justice documentation?	Yes / No				
	Public involvement outreach activities consistent with Public Participation Plan?	Yes / No				
	Were any public comments (written or verbal) received and addressed?	Yes / No				
	If Yes, were they provided in the TIP Documentation submitted to PennDOT?	Yes / No				
<b>2. TIP Adoption:</b>	Date TIP adopted by Planning Partner: / Was TIP included in STIP without modification	Meeting Date				
		Yes / No				
<b>3. TIP Consistency with Long Range Transportation Plan (if applicable):</b>	Is the Long Range Transportation Plan (LRTP) MAP-21 compliant?	Yes / No				
	Is the TIP consistent with LRTP?	Yes / No				
	Years covered by the LRTP:	Date Range				
	Date LRTP Adopted by Planning Partner:	Meeting Date				
	Anticipated date for new LRTP:	Date				
<b>4. Air Quality Non-attainment and Maintenance Areas:</b>	Is the area in an AQ non-attainment or maintenance area? If yes, then answer the following questions:	Yes / No				
	Have all projects been screened through an interagency consultation process?	Yes / No				
	Conformity date for the LRTP:	Yes / No				
	In non-attainment and maintenance areas, do projects contain sufficient detail for air quality analysis?	Yes / No				
<b>5. Financial Constraint:</b>	Is the TIP financially constrained, by year by allocations?	Yes / No				
	Any additional funds programmed above FGWG allocations (i.e. Spike funds, Earmarks, etc)? If YES, identify the TOTAL amount and TYPES of additional funds by Year: 2015 2016 2017 2018 Comments	Yes / No				
		Total \$ Amt by Fund Type				
		Total \$ Amt by Fund Type				
		Total \$ Amt by Fund Type				
		Total \$ Amt by Fund Type				
	Was the TIP projects screened against the individual funding program eligibility requirements?	Yes / No				
	Does the STIP Financial information contain system level estimates of cost and revenue sources?	Yes / No				
	Estimated total cost, which may extend beyond the TIP years?	Yes / No				
	Compare the amount of Federal Funds to be obligated during each program year of the TIP against Financial Guidance by Year: FFY 2013 FFY 2014 FFY 2015 FFY 2016 Explain any differences:	TIP (\$)	Financial Guidance			

		Shaded Stakeholder to Provide Response Others Check to Indicate Response Verified				
	Information Items	Response Type	MPO/RPO	Program Center	FHWA	FTA
<b>6. MPO Self Certification:</b>	Does the TIP submittal contain the MPO Self Certification resolution?	Yes / No				
	For the Non-TMA MPO's does the self certification contain documentation to indicate compliancy?	Yes / No				
<b>7. Transit Fiscal Disclosure:</b>	Financial capacity Document	Yes / No				
<b>8. Required Submission materials as documented in General and Procedural Guidance:</b>	Cover Letter	Yes / No				
	* Highway and Bridge Listing with public narrative	Yes / No				
	* Public Transportation Listing with public narrative	Yes / No				
	* Public Transportation Financial Capacity Analysis	Yes / No				
	* Air Quality Conformity Determination Report	Yes / No				
	Air Quality Resolution	Yes / No				
	Self certification resolution	Yes / No				
	* TIP Modification Procedures	Yes / No				
	30-day Public Comment Advertisement	Yes / No				
	* Public Participation Plan	Yes / No				
	* Environmental Justice Summary	Yes / No				
	* Documented Public Comments received	Yes / No				
	Project Selection Process Documentation					
	List major projects from the previous TIP that were implemented and any significant delays in the planned implementation of major projects?	Yes / No				
	Any noteworthy practices that deserve statewide recognition?					
Any issues that need improvements?	Yes / No					
If Yes, explain:						
Were the required information, as documented in the General & Procedural Guidance submitted?	Yes / No					
Any issues to be incorporated into the Planning Finding?	Yes / No					
<b>9. Completed or Reviewed by:</b>	Planning Partner: _____	Date: _____				
	PennDOT Program Center: _____	Date: _____				
	FHWA: _____	Date: _____				
	FTA: _____	Date: _____				

## Appendix 3

### Sample MPO Self-Certification Resolution

The resolution on the following page is prepared only by MPOs to certify that the transportation planning process is being carried out in accordance with all applicable federal requirements.

## CERTIFYING ORGANIZATION

## RESOLUTION NUMBER

RESOLUTION OF THE [ORGANIZATION] to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program and the LRTP.

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the FHWA and the FTA as part of the STIP approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.324 and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity ; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 28, and 29, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and



WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the [Organization], the Metropolitan Planning Organization (MPO) for the [Name] Transportation Management Area (TMA) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY [enter FFY range] Transportation Improvement Program (TIP).

I, [Name of Certifying Officer], HEREBY CERTIFY that I am [Name of Office] of the [ORGANIZATION]: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the xxth day of month 20yy, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as [Name of Office].

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[Name of Office]

## Appendix 4

### Schedule for developing and approving the 2015 Transportation Program

8/22/13 to 12/12/13	State Transportation Commission, PennDOT and planning partners conduct a pilot public outreach/public input strategy to update the 12 Year Program.
10/16/13	A conference call with all Planning Partners' and Districts is held. Department program priorities are shared along with draft financial guidance discussion.
10/30/13	A work session is held with all Planning Partners' and Districts. Department program priorities are shared along with draft financial guidance. The goal is to reach consensus on the guidance.
10/30 to 11/1/13	A three-day Planning Partners' Meeting is held in Harrisburg to discuss the program update process and other transportation issues.
By 11/1/13	Draft Financial Guidance is issued.
By 11/8/13	General and Procedural Guidance and Schedule for Developing and approving the 2015 Transportation Program are finalized.
By 11/8/13	The Department issues final guidance to planning partners for the development of the 2015 Program.
By 11/22/13	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to planning partners.
By 11/22/13	PennDOT District project priorities are shared with planning partners. PennDOT will provide the MPO/RPOs with a listing of the draft critical carryover Interstate Management Program projects.
By 1/15/14	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2015 Program. TIP negotiations begin.
By 2/2/14	MPO and RPO "Boards" meet to discuss the 2015 schedule and guidance; set their TIP approval meeting dates for the summer of 2014.
By 2/14/14	PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, including the final "spike" decisions, and share this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
By 2/28/14	State Transportation Commission meets and is updated on development of

the 2015 Program.

- By 2/28/14 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 3/1/14 Program Center completes initial review of preliminary draft TIPs to ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 3/10/14 Program Center conducts individual conference calls with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 3/10/14 Interagency (FHWA, FTA, EPA, DEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 3/15/14 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/15/14 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/15/14 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/18/14 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/25/14 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/14/14 State Transportation Commission approves the Twelve Year Program.
- By 8/15/14 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/30/14 PennDOT obtains joint approval from FHWA and FTA on the 2015 Program.

Appendix 5: References  
([html links](#) in blue)

**Transportation Program Documents**

[Twelve Year Program](#) (current)

[State Transportation Improvement Program](#) (current)

Pennsylvania’s 2015 Transportation Program Financial Guidance

Pennsylvania’s 2015 Transportation Program General and Procedural Guidance

**Federal References**

Name of Legislation	Citation / Regulations	Comment
<a href="#">MAP-21 of 2012</a>	<a href="#">23 USC Sections 134-135</a> <a href="#">49 USC 5303-5304</a> 23 CFR Part 450 23 CFR Part 230 49 CFR Parts 20 49 CFR Parts 26 49 CFR Parts 27, 28, 29	Statewide Transportation Planning Metropolitan Transp. Planning equal employment prohibits lobbying Disadvantaged Business Enterprises individuals with disabilities
<a href="#">Clean Air Act, as amended</a>		
Title VI of Civil Rights Act of 1964, as amended	42 USC 200d-1 49 USC 5332 <del>49 USC Part 21</del> (superceded)	discrimination
Older Americans Act as amended	42 USC 6101	age discrimination
[----]	23 USC Section 324	gender discrimination
Rehabilitation Act of 1973, as amended	29 USC 701 29 USC 794	individuals with disabilities
American Disabilities Act of 1990	42 USC 1210	individuals with disabilities
[----]	Executive Order 12898	environmental justice

## **State References**

[PA Act 120 of 1970](#)

[Transportation Funding and Advisory Committee](#)

[State Environmental Justice Work](#)

- [Center for Program Development EJ Website](#)
- [PUB 737 EVC EJ Moving Forward](#)
- [PUB 746 Project Level EJ Guidance](#)

[PA On Track](#)

[Pennsylvania Mobility Plan](#)

PennDOT Design Manual Part 1A:

[Pre-TIP and TIP Program Development Procedures \(Sep 2010\)](#)

STIP Modification Procedures (appendix to STIP)

[Public Participation Plan for Statewide Planning](#)

[PA ITS Architecture](#)

## Appendix 6: Regional References (optional)

### **Region References** (references edited for each planning region)

*Suggest that MPOs/RPOs edit this section, keeping what is applicable and provide a hyperlink where sources are available on the internet. References that aren't applicable can be deleted.*

Region Long Range Transportation Plan

Region Transportation Improvement Program

Region Public Participation Plan

Region ITS Architecture

Region Operations Plan

Region Congestion Management Process

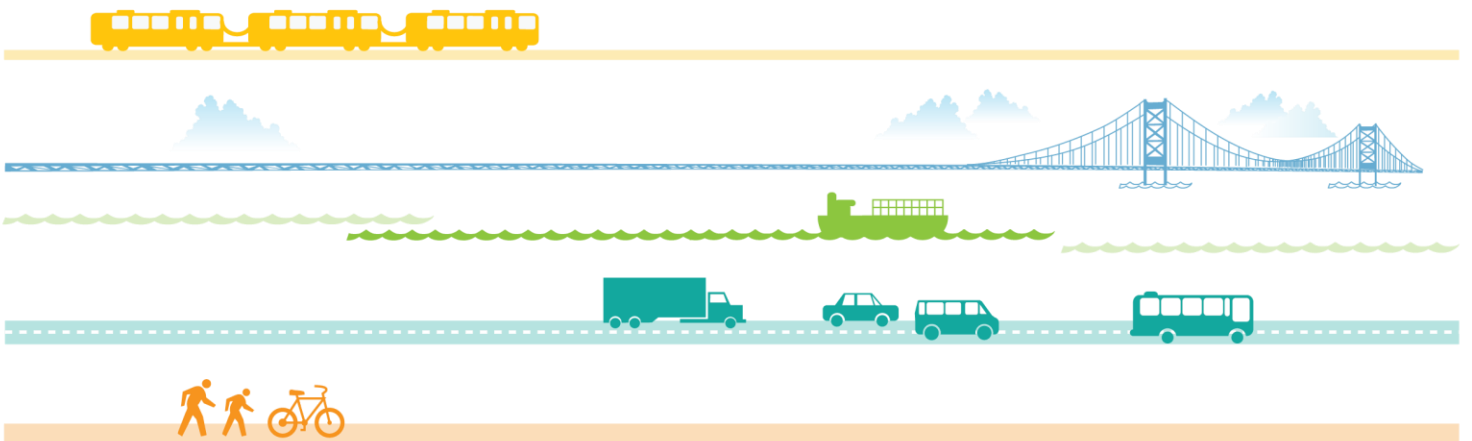
Region Freight Plan

Region Bicycle and Pedestrian Plan

Economic Development District Plans (as applicable, determined by MPO/RPO)

County and Municipal Comprehensive Plans (as applicable, determined by MPO/RPO)

*SEPTA's Financial Capacity Assessment*







**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**

**April 28, 2014**

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 Fiscal Year 2015-2018 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 public transportation system in the United States and is responsible for operating:

- 118 Bus Routes
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (an interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities
- Four small bus circulator and shuttle services

In Philadelphia, City Transit Operations provides a network of 86 subway, subway-elevated, trolley, trackless trolley and bus routes. In Fiscal Year 2013, approximately 950,000 (unlinked) passenger trips were generated per weekday.

SEPTA's Railroad Operations serves all five counties with a network of 13 regional rail lines, serving approximately 126,000 (unlinked) passenger trips per weekday in Fiscal Year 2013. This service also operates to Newark, Delaware and to Trenton and West Trenton, New Jersey.

Suburban Operations (Victory and Frontier Divisions) provides service in the suburbs, north and west of the City of Philadelphia, with a network of 46 bus, trolley, and heavy rail routes serving approximately 74,000 (unlinked) passenger trips per weekday in Fiscal Year 2013.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,300 customized weekday trips for seniors and persons with disabilities.

# SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

## FINANCIAL CAPACITY ASSESSMENT

April 28, 2014

SEPTA's four small bus circulator and shuttle services connect fixed route operations to business, health and educational centers, as well as to park and ride facilities. In Fiscal Year 2013, these services provided transportation for approximately 4,000 passengers per weekday.

### **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 2009 through Fiscal 2013. Passenger fares during this period increased from \$403.3 million to \$441.7 million, or 2.4% per year. Operating expenses during the five year period increased from \$1,101.5 million to \$1,239.9 million, or 3.1% per year. Operating subsidies increased from \$645.2 million to \$746.5 million, or 3.9% per year. Operations for the Fiscal Years 2009 through 2013 resulted in a relatively small surplus each year as total revenues exceeded total expenses by \$1.7 million for the five year period. Fiscal Years 2010 through 2013 also reflect the gain or loss on investment related to the adoption of Governmental Accounting Standards Board Statement No. 53 in Fiscal Year 2010.

Transportation usage increased during the five year period. The number of passengers carried increased from 348.3 million total unlinked passenger trips in FY 2009 to 358.4 million unlinked trips in FY 2013. Service supplied, in the form of total actual vehicle revenue miles, also increased for the five year period from 89.0 million to 90.6 million, or 0.4% per year.

SEPTA was able to meet its financial obligations during the five year period and its long-term debt, incurred for capital expenditures, increased from \$338.0 million at June 30, 2009 to \$524.9 million at June 30, 2013. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained relatively high ranging between 38.8% and 41.5% during the five year period.

### **C. Current Condition**

For FY 2013, the most recent fiscal year for which comparative information is available, total passenger fares decreased 0.9% over the prior fiscal year. This decrease was partially due to a decrease in ridership of 1.4% that was impacted by the suspension of rail and transit service in October 2012 due to Hurricane Sandy and stagnant employment growth in the area. Operating expenses increased 0.6% primarily due to increases in wages, fringe benefits, fuel and electric. FY 2013 operating subsidies increased 1.3% over FY 2012 primarily due to lower than expected passenger revenue that resulted from the ridership decrease. FY 2013 ended with a relatively small surplus as total revenues exceeded total expenses by \$90,000.

The Authority ended Fiscal Year 2013 with audited financial results consistent with its balanced budget.

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D. Financial Projections

With the passage of Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This legislation promised to end years of uncertainty with regard to SEPTA's operating subsidy. State funding is expected to grow steadily over the next four years. Act 89 is projected to nearly double SEPTA's annual capital budget by FY 2018. Act 89 also provides new bondable revenue sources for transit. In the future, SEPTA anticipates issuing bonds for certain capital projects, such as rail car acquisitions, to assist in financing the capital program.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2020.

Forecast Assumptions By Category:

*Passenger Revenue*

The revenue growth for Fiscal Year 2015 includes the effect of the July 1, 2013 fare increase. An additional fare increase is projected for Fiscal Year 2017.

*Shared Ride Revenue*

This revenue category is forecasted to grow by approximately 1% over the five-year period.

*Other Revenue*

This other revenue category is expected to decrease slightly during Fiscal Year 2015. Income from advertising, parking lot fees, and station naming rights is reflected in this category. Investment income is also included.

*Expenses*

SEPTA began medical self-insurance effective August 1, 2012 to mitigate the effects of rising health insurance expense. The Other Expense categories anticipate third party supplier's price increases, while aggressive management of claims and installation of cameras on SEPTA's vehicles and at stations have resulted in a significant savings in the Injury and Damages expense. Decreases have been budgeted for Propulsion Power and Fuel.

*Subsidy*

The subsidy categories reflect the anticipated funding levels of the Public Transportation Trust Fund.

E. Capital Program

The Fiscal Year 2015 Capital Budget was developed based on following principles:

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- Forecasted Federal, State and Local Funding Levels; and
- 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 2015 Capital Budget and Fiscal Years 2015-2026 Capital Program:

- Federal funding levels consistent with the current transportation funding authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).
- Financial guidance for state funding from Act 89 of 2013; and
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2015 Projects

SEPTA's Fiscal Year 2015 Capital Budget totals \$571.8 million, an 86 percent increase over the FY 2014 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, and implement system improvements to enhance transit service. Capital investments are focused on the following areas:

*Catching Up*

Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Projects include substations, bridges, track, communication and signal systems, and other essential infrastructure.

*Congestion Mitigation Strategies*

In partnership with PennDOT, this program will support the reconstruction of Interstate 95 through congestion mitigation strategies.

*Financial Obligations*

This includes payments for capital leases, Amtrak trackage rights, and debt service on SEPTA's bonds.

*New Payment Technologies*

This project will install cutting-edge fare payment and collection systems to improve customer convenience and replace antiquated equipment.

*Positive Train Control*

This project will upgrade the Regional Rail signal systems to enhance service quality, ensure compatibility with other rail operators, and meet federal requirements.

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*Vehicle Replacements and Overhauls*

Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Utility Fleet Renewal and the Vehicle Overhaul Program. SEPTA will take steps for acquiring new locomotives, trolleys and Regional Rail cars.

**F. Financial Capability**

SEPTA has the financial capacity to carry out the projects included in the FY 2015-2018 Transportation Improvement Program (TIP).

SEPTA is designated by the Governor of Pennsylvania as the sole recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$300 million in federal and state grants annually. SEPTA's Fiscal Year 2011 Federal Transit Administration (FTA) Triennial Review reported no deficiencies. SEPTA is the first of the ten largest transit agencies to undergo a FTA Triennial Review with a "no deficiencies" determination.

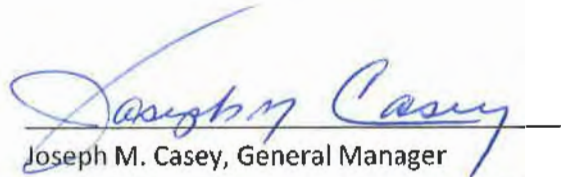
The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

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**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 projects included in the DVRPC FY 2015-2018 Transit Improvement Program (TIP).

A handwritten signature in blue ink that reads "Joseph M. Casey". The signature is written in a cursive style and is positioned above a horizontal line.

Joseph M. Casey, General Manager  
Southeastern Pennsylvania Transportation Authority

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Appendices

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**Appendix A - SEPTA Financial and Statistical Summary**

Southeastern Pennsylvania Transportation Authority  
 Financial and Statistical Summary  
 For Fiscal Years Ended June 30,  
 (Amounts in thousands)

	2009	2010	2011	2012	2013	% Change FY 2012 to FY 2013	Average Annual % Change FY 2009 to FY 2013
Passenger Fares	\$ 403,257	\$ 394,441	\$ 437,953	\$ 445,559	\$ 441,656	-0.9%	2.4%
Shared Ride Program	<u>20,530</u>	<u>20,226</u>	<u>20,130</u>	<u>19,225</u>	<u>18,786</u>	-2.3%	-2.1%
Total Revenues Based on Ridership	423,787	414,667	458,083	464,784	460,442	-0.9%	2.2%
Other Operating Revenues	<u>32,846</u>	<u>31,181</u>	<u>33,198</u>	<u>31,382</u>	<u>33,056</u>	5.3%	0.2%
Total Operating Revenues	456,633	445,848	491,281	496,166	493,498	-0.5%	2.0%
Operating Subsidies	<u>645,198</u>	<u>702,394</u>	<u>693,592</u>	<u>736,587</u>	<u>746,478</u>	1.3%	3.9%
Total Revenue	1,101,831	1,148,242	1,184,873	1,232,753	1,239,976	0.6%	3.1%
Operating Expenses (a)	<u>1,101,497</u>	<u>1,147,754</u>	<u>1,184,551</u>	<u>1,232,262</u>	<u>1,239,886</u>	0.6%	3.1%
Surplus	\$ 334	\$ 488	\$ 322	\$ 491	\$ 90		
Investment Gain (loss) re: GASB 53		<u>(5,815)</u>	<u>8,007</u>	<u>1,760</u>	<u>470</u>		
Surplus/ (Deficit) After Investment Gain (loss)		<u>\$ (5,327)</u>	<u>\$ 8,329</u>	<u>\$ 2,251</u>	<u>\$ 560</u>		
Operating Revenue to Expense Ratio	41.5%	38.8%	41.5%	40.3%	39.8%		
Passengers Carried (Annual							
Unlinked Passenger Trips)	348,315	346,884	358,843	363,498	358,439	-1.4%	0.7%
Actual Vehicle/Car Revenue Miles	88,999	88,709	89,656	90,051	90,600	0.6%	0.4%
Unrestricted Cash and Investments, at Year-end	\$ 75,951	\$ 73,766	\$ 112,313	\$ 80,277	\$ 96,925	20.7%	6.9%
Long-term Debt, at Year-end	\$ 338,020	\$ 383,245	\$ 353,186	\$ 546,326	\$ 524,865	-3.9%	13.8%

(a) Excludes reserve increases related to other postemployment benefits.



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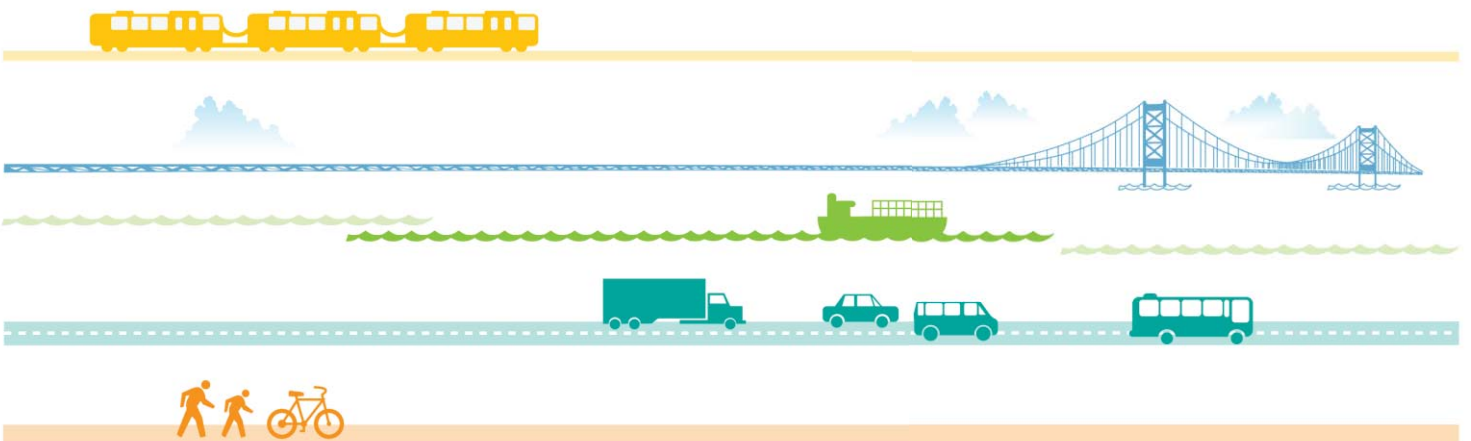
**Appendix B - Financial Projections Consolidated Budget**

<u>Amounts in thousands ('000)</u>	<u>Budget</u>		<u>Projection</u>			
	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
				<b>Fare</b>		
				<b>Increase</b>		
<b>REVENUE</b>						
Passenger Revenue	\$ 478,950	\$ 486,134	\$ 493,426	\$ 540,795	\$ 548,907	\$ 557,141
Shared Ride Revenue	19,100	19,291	19,484	19,679	19,876	20,075
Other Income	34,860	35,209	35,561	35,917	36,276	36,639
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 532,910</b>	<b>\$ 540,634</b>	<b>\$ 548,471</b>	<b>\$ 596,391</b>	<b>\$ 605,059</b>	<b>\$ 613,855</b>
<b>EXPENSES</b>						
Labor & Fringe Benefits	\$ 931,424	\$ 960,444	\$ 989,843	\$ 1,020,184	\$ 1,051,672	\$ 1,084,411
Materials and Services	251,283	261,401	268,733	276,285	284,064	292,076
Injury & Damage Claims	42,400	42,400	42,400	42,400	42,400	42,400
Propulsion Power	35,000	36,000	36,800	36,800	37,900	39,000
Fuel	46,300	47,689	49,120	50,594	52,112	53,675
Other Expenses (Incl. Depreciation)	20,798	21,422	22,065	22,727	23,409	24,111
<b>TOTAL EXPENSES</b>	<b>\$ 1,327,205</b>	<b>\$ 1,369,356</b>	<b>\$ 1,408,961</b>	<b>\$ 1,448,990</b>	<b>\$ 1,491,557</b>	<b>\$ 1,535,673</b>
<b>DEFICIT BEFORE SUBSIDY</b>	<b>\$ (794,295)</b>	<b>\$ (828,722)</b>	<b>\$ (860,490)</b>	<b>\$ (852,599)</b>	<b>\$ (886,498)</b>	<b>\$ (921,818)</b>
<b>OPERATING SUBSIDY</b>						
Federal	78,921	82,570	86,256	89,979	93,739	97,536
State	624,327	651,048	675,522	665,389	691,653	719,122
Local	88,042	92,099	95,707	94,144	98,019	102,073
Other	3,005	3,005	3,005	3,087	3,087	3,087
<b>TOTAL SUBSIDY</b>	<b>\$ 794,295</b>	<b>\$ 828,722</b>	<b>\$ 860,490</b>	<b>\$ 852,599</b>	<b>\$ 886,498</b>	<b>\$ 921,818</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



## APPENDIX C

Acknowledgement of the  
Executive Summary of the Draft  
Documentation of the  
Conformity Finding



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## Appendix C. Acknowledgement of the Executive Summary of the Draft Documentation of the Conformity Finding

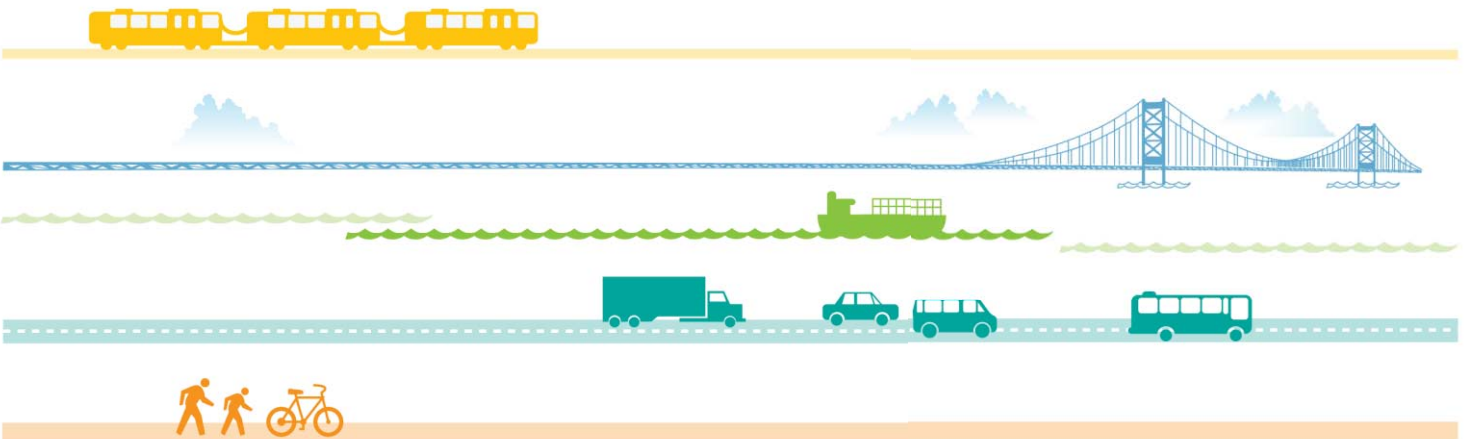
This Section Intentionally Left Blank Until Board Adoption and Printing of Final Document.

Full Draft Documentation of the Conformity Finding can be accessed, on approximately June 14, 2014, on the DVRPC website at [www.dvrpc.org/Environment/AirQuality/Conformity.htm](http://www.dvrpc.org/Environment/AirQuality/Conformity.htm)



## APPENDIX D

### DVRPC TIP Project Benefit Criteria







## DVRPC TIP Project Benefit Criteria

An update to the criteria used to evaluate projects that are added to the Transportation Improvement Program (TIP) was adopted by the DVRPC Board on February 27, 2014. Universal criteria were established that can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the Pennsylvania and New Jersey counties in the DVRPC region. Using evaluation criteria is one means to most effectively balance programming the region's needs and resources. Other factors that are considered for new TIP project candidates include local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and ensuring that various project types are considered in the TIP project selection process, such as all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects.

More specific project criteria will continue to be used to evaluate specific, large-scale major regional long-range plan projects, or those using special fund categories. Specific funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP benefit criteria. During the development of the Draft FY2015 TIP, only new TIP candidate projects and those that were on the Pennsylvania Illustrative Unfunded List from the FY2013 TIP for Pennsylvania were assessed by DVRPC's universal benefit criteria.

The criteria were developed with Pennsylvania and New Jersey members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the *Connections 2040* Plan as well as reflect the increasingly multimodal nature of projects in the TIP. The criteria generally consider one of two key questions:

- ❖ Is this project in a location where we want to make investments? Or,
- ❖ How beneficial or effective is this project?

The TIP Benefit Criteria were developed to represent the following characteristics:

- ❖ Align with the Long-Range Plan and other regional objectives;
- ❖ Be relevant to different types of TIP projects;
- ❖ Indicate differences between projects;
- ❖ Avoid measuring the same goal(s) multiple times;
- ❖ Cover the entire 9-county region;
- ❖ Be more quantitative than qualitative;
- ❖ Use readily available data with a strong likelihood of continued availability; and
- ❖ Be simple and understandable

The following briefly summarizes the criteria for project evaluation.

- ❖ **Facility / Asset Condition** – brings a facility or asset into a state-of-good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating.
- ❖ **Safety** – impacts safety-critical element for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure.
- ❖ **Reduce Congestion** – location in CMP (Congestion Management Process) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats.
- ❖ **Invest in Centers** – location in Connections 2040 Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key centers.
- ❖ **Facility / Asset Use** – levels of daily vehicle miles traveled (VMT), trucks, and transit ridership.
- ❖ **Economic Competitiveness** – provides reduced operating/maintenance costs, or is part of an economic development or TOD project.
- ❖ **Multimodal Bike/Pedestrian** – accounts for bicyclists and pedestrians using the facility; new trails, sidewalks, or bike lanes, and connections to other multimodal facilities.
- ❖ **Environmental Justice** – benefits census tracts with high Indicators of Potential Disadvantage (IPD – previously known as Degrees of Disadvantage or “DOD”) communities.
- ❖ **Air Quality/Green Design** – Stresses air quality benefits and incorporates environmentally friendly principals

After defining the criteria, a web-based decision-making tool was used to weigh the criteria. Each criterion could receive up to a maximum of 1 point. Each project can receive a total score that is the sum of the weight times the rating for each criteria. The tool can compare the projects estimated total state and federal cost to the total score, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio, such as additional local funding beyond match requirements; non-traditional funding grants; and developer or private contributions, will not count toward a project's cost for the benefit-cost ratio. The tool provides a ranking of projects with the highest benefit-cost ratios, but the Regional Technical Committee recommends and ultimately the DVRPC Board makes the final decisions to determine TIP project selections.

## TIP Evaluation Criteria and Measures

The following sections detail each of the proposed criteria.

### 1. Facility / Asset Condition

This criterion relates to the *Connections 2040* goal of rebuilding and maintaining the region's transportation infrastructure. The region has a substantial backlog of road, bridge, and transit infrastructure repair needs. These "fix-it-first" projects need to be the regional priority until a state-of-good repair is achieved. Data will come from road, bridge, and transit asset management systems.

#### Transit Project Rating

- 1 point if the improvement brings the asset into a state of good repair, or
- 0.5 points if project extends the useful life of a facility/asset not in poor condition.

#### Roadway and Bridge Project Rating

- 1 point if the project will bring a Bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of  $\geq 180$ , an NHS facility with an IRI  $\geq 200$ , a roadway with more than 2,000 vehicles per day with an IRI  $\geq 230$ , or a roadway with less than 2,000 vehicles per day and an IRI of  $\geq 260$  into a state-of-good repair;
- 0.8 points if the project will bring a facility or asset with a "Poor/Worst on four or five point scale" asset management system rating into a state-of-good repair;
- 0.5 points if the project will extend the useful life of a facility that is not in poor condition, or resolves a fracture critical issue on a bridge;
- 0.25 points if project eliminates a functional obsolete issue on a bridge.

### 2. Safety

This criterion relates to the *Connections 2040* Plan goal of creating a safer transportation system. Projects that improve DOT identified high-crash locations and have a safety component will score 0.5 points per high-crash location. In addition, projects that incorporate one or more FHWA proven safety countermeasure can score 0.5 points per countermeasure, (defined at: <http://safety.fhwa.dot.gov/provencountermeasures/>).

Transit projects that are deemed safety critical will receive one point.

#### Transit Safety Rating

1 point if project is a safety critical transit project.

#### Roadway Safety Rating

Up to a maximum of 1 point:

- 0.5 points per safety improvement in 1 or more DOT identified high crash location (up to 1 point),
  - Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced

signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB);

Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED;

- 0.5 points per incorporated FHWA proven safety countermeasure (up to 1 point);
  - Roundabouts;
  - access management;
  - signal back-plates with retro-reflective borders;
  - longitudinal rumble strips and stripes on two-lane roads;
  - enhanced delineation and friction for horizontal curves;
  - safety edge;
  - medians and pedestrian crossing islands in urban and suburban areas;
  - pedestrian hybrid beacons; or
  - road diets.

### 3. Reduce Congestion

Reducing congestion is a goal in the *Connections 2040* plan. This has a significant impact on the region's economy, as competitiveness within a global economy means the region needs to be able to efficiently move people and goods. This criterion considers location in CMP corridors and the facility's existing level of congestion or overcrowding.

#### Is the project located in a CMP Priority or Congested Subcorridor?

The CMP has conducted considerable analysis of the regional transportation network and the impact of congestion. Developed with the counties, DOTs, transit operators, and other regional stakeholders, the CMP has identified a subset of Priority Sub-corridors for transportation investment with specific strategies for mitigating congestion. This criterion also considers Congested Sub-corridors and Emerging Corridors as additional rating factors. In areas where Priority, Congested Sub-corridors, or Emerging Corridors overlap, only the higher value will be counted.

#### CMP Rating

Maximum of A or B:

- A. 0.5 points if project implements an appropriate everywhere strategy in the CMP.  
CMP appropriate everywhere strategies include:
  - safety improvements and programs;
  - signage;
  - context sensitive design;
  - improvements for walking and bicycling;
  - basic upgrade of traffic signals;
  - signal prioritization for emergency vehicles;

- making transfers easier for passengers;
- intersection improvements of a limited scale;
- bottleneck removal of a limited scale;
- environmental justice outreach for decision-making;
- access management;
- marketing/outreach for transit and TDM services;
- revisions to existing land use or transportation regulations;
- growth management;
- smart growth; or
- complete streets.

B. (Project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent) divided by total project length.

### **What is the average AADT divided by the average number of lanes or transit ridership divided by the number of seats?**

This criterion looks at facility or route specific congestion or overcrowding. AADT and average lanes data will come from the Roadway Management System (RMS). Transit seats will be computed by seats per vehicle multiplied by average number of vehicles (for rail routes) multiplied by daily service frequency. This data will come from annual route statistics reports, or the transit agency itself.

#### Congestion / Overcrowding Rating

- For limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000.
- For arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500.
- For Transit Facilities: 1 point if Daily Passengers/Daily Seats (# of vehicles \* seats per vehicle \* Total Daily Service frequency) is greater than 1; else Daily Passengers/Daily Seats.

#### **4. Invest in Centers**

This criterion reflects the *Connections 2040* core plan principle to create livable communities within more than 120 regional development centers and 44 freight centers. Identifying focus areas for future development creates a better linkage between land use and transportation.

Projects will be rated on how well they serve centers by their location within centers, or high, medium-high, or medium transit score areas. A hybrid GIS layer has been created with a ¼ mile around all *Connections 2040* centers (from the metro center to rural and neighborhood centers), and all non-center areas of the region are high, medium-high, or medium transit score locations, or none of the above. All project limits within the Centers and Center buffer areas, or within high transit score areas will receive one point. All project areas within medium-high transit score areas will receive 0.75 points. All project limits within medium transit score areas will receive 0.5 points. The sum of the project within these three limits (multiplied by the rating), will then be divided by the total project length to get a centers/transit score rating.

Projects can also be rated for being a critical link between two or more centers. Projects that either maintain or improve service on a facility that links centers will get 0.25 points added to their centers/transit score rating (up to a maximum of one point).

### Centers Rating

(100% x Project length within ¼ mile or inside Plan and Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas)/total project length

Bonus: +0.25 points (up to 1 point maximum) if the project improves or maintains a critical facility that links two or more regional Plan or freight centers

### **5. Facility/Asset Use**

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project's impact on the transportation system. Use will be determined by the total number of vehicle miles traveled (VMT), average number of daily trucks, or affected daily transit riders. The greater the facility's use, the more important it is in terms of risk to negative regional impacts, and the broader the benefits are that can be delivered by implementing the project. Only existing users are counted, and the evaluation criteria do not attempt to estimate future users as a result of the project.

#### **Vehicle Miles Traveled**

Vehicle miles traveled will be determined by using the average AADT for all segments multiplied by facility length. Data will come from the Roadway Management System (RMS). Projects that are located at specific intersection(s) and bridge(s) will assume a project length of 1 mile, essentially using AADT as the proxy for usage. Intersections and bridges that are improved as part of a larger corridor project will be embedded into the overall project length (and will not use the one mile assumption). New segments will use their length multiplied by the average AADT for the facilities they connect to (beginning and endpoints only). Data will come from the Roadway Management System (RMS).

#### Daily VMT Rating

1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else, total daily VMT divided by 500,000.

#### **Daily Trucks**

Daily trucks will be determined by multiplying the percent daily trucks by the average AADT for all segments. Data will come from the Roadway Management System (RMS). For freight rail projects, DVRPC will work with the private rail company to estimate daily truck equivalents.

#### Daily Trucks Rating

1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.

## Daily Affected Transit Riders

Daily affected transit riders will account for the average daily ridership using the route in question, or routes the asset depends on. For example the Jenkintown Substation powers the Lansdale-Doylestown, Warminster, and West Trenton lines. A project to improve the Jenkintown substation affects the riders of all three lines.

### Daily Affected Transit Riders Rating

Ridership values will come from annual route ridership reports published by the transit agencies, or direct transit agency data. 1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.

## 6. Economic Competiveness

This criterion rewards projects that build the regional economy by investing in transportation improvements related to economic development or transit-oriented development (TOD); reducing agency operating or maintenance costs; or reducing transportation system user costs. Projects rated for economic development or TOD must indicate the specific development it is supporting.

### Economic Competiveness Rating

Sum of each checkbox, up to a maximum of 1 point:

- Does the project reduce agency maintenance or operating costs?  
(0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- Does it reduce public/private transportation system user vehicle maintenance or operating costs?  
(0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- 0.5 points if project supports a known economic development project or a transit-oriented development (TOD).

## 7. Multimodal Bike/Pedestrian

This criterion relates to the *Connections 2040* Plan goal of fostering a multimodal transportation system. It will rate new facilities based on length and connections to existing multimodal facilities; or existing use of facilities. In some cases a road may add a bike lane, where there is already significant bicycle use. This project will be able to score based on both the new bike lane and the existing use.

The rating for existing facilities will be based on daily bicyclists and pedestrian use. This data will come from DVRPC counts, and can be supplemented with county counts if no DVRPC counts are available. New bike and pedestrian facilities will be rated based on project length and connections to other existing bike and pedestrian facilities, transit stations, or bus routes. Projects that make a critical last mile transit connection or link facilities over a difficult connection, such as a bridge, will receive a 0.5 point bonus.

Sum of each checkbox, up to a maximum of 1 point:

- 1 point if the number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
- Up to 0.5 points for a new trail, sidepath, bike lane, or sidewalk; total length in miles divided by 10.
  - 0.1 points for each bus route, each train station, or each existing bike/ped facility the proposed new bike/ped facility connects to.
  - +0.5 points for new sidewalks and bike facilities to fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination.

## 8. Environmental Justice

Does the project serve Environmental Justice communities and the additional population groups with additional transportation needs, as defined by the DVRPC Indicators of Potential Disadvantage (IPD) methodology? This indicator also helps to ensure that these communities do not suffer from worse overall infrastructure condition than other communities.

### Environmental Justice Rating

(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities) divided by total project length

## 9. Air Quality/Green Design

This criterion relates to the *Connections 2040* Plan goal of limiting transportation impacts on the natural environment. Projects will rate if they provide air quality benefits, incorporate green design principles, use green or recycled materials, or reduce environmental impact. Examples of projects for each category are shown below, but this list is not intended to be limited to these examples only. Other green design principles not listed here can also be considered with TIP subcommittee group consensus.

### Air Quality Rating

0.5 points for air quality improvements:

- Air quality: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling.

### Green Design Rating

0.5 points for incorporating any one of the checkboxes below:

- Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins.
- Green or recycled materials: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts.
- Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.



## Future Revisions

It is intended that these evaluation criteria are part of a living document. The criteria will need to be revisited and updated as appropriate, particularly as new data or analysis techniques become available. A known future impact will be better aligning with MAP-21 performance measures.

### MAP-21 Performance Measures

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) is the current federal transportation legislation. Among its reforms is to create 13 performance measures related to the nation's Interstate and National Highway System road networks, and a set of criteria related to the transit system. While the exact criteria have not yet been identified, they will measure the following goals.

#### Interstate and National Highway System

- Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair
  - Pavement Condition (Interstate/NHS)
  - Bridge Condition (NHS)
- System reliability - To improve the efficiency of the surface transportation system
- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
  - Injuries / VMT;
  - Fatalities / VMT;
  - # of Serious Injuries;
  - # of Fatalities
  - Measures used to address safety on all public roads
- Congestion reduction - To achieve a significant reduction in congestion on the National Highway System
- Environmental sustainability- To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### Transit System

- Safety
- Condition

## Other Issues

On the roadway side, the TIP project benefit criteria have a measure related to nearly all the goals; only the system reliability and reduced project delivery delay measures could be considered missing. Project delivery will be determined in the LPN process in Pennsylvania and the Concept Development Screening in New Jersey. Project selection discussion can also consider project readiness. System reliability is partially addressed through the CMP process, where the most critical congested corridors have been identified. Investments in these areas should help to improve system reliability.

What the actual MAP-21 indicators will be is still to be determined. Once these national indicators have been defined, the TIP evaluation criteria may need to be revised to better reflect the federal measures.

### Risk

While the TIP project evaluation does not include a specific measure for the risk involved with a project, it is effectively captured through three of the criteria:

- Safety
- Use
- Facility/Asset Condition

### Health in All Policies

The *Connections 2040* plan calls for a 'health in all policies' framework, which encourages the integration of health in policy assessment, decision-making, and public investments. While the TIP project evaluation criteria do not employ a specific health measure, they can help to anticipate better health outcomes. Key transportation related health outcomes were identified by the American Public Health Association in *The Hidden Health Costs of Transportation* report. These outcomes include physical activity and body weight, air pollution, traffic safety, household expenses and equity. There is a TIP project evaluation criteria related to improving each of these outcomes.

Transportation Health Outcome	TIP Project Evaluation Criteria
Physical Activity and Weight	Multimodal Bike/Pedestrian – does the project add new bike or pedestrian facilities?
Air Pollution	Air Quality/Green Design – does the project help to lower emissions?
Traffic Safety	Safety – does the project improve a high-crash road location, or incorporate an FHWA proven safety countermeasure.
Household Expenditures on Transportation	Economic Competitiveness – does the project reduce user vehicle operating or maintenance cost.
Equity	Environmental Justice – does the project benefit high indicators of potential disadvantage (IPD) communities.

Source: DVRPC 2014, modified from APHA 2010

## Detailed Evaluation Criteria

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)
Invest in Centers	-	Connections 2040 Centers, Freight Centers, Transit Score Index	+ (100% x Project length within ¼ mile or inside Plan or Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas) /total project length. + 0.25 points if project improves or maintains a <i>critical</i> facility that links two or more regional Plan or freight centers.
	Reduce Congestion	CMP CMP Appropriate Everywhere Strategies, CMP Priority Corridors	Maximum of A or B below: A. 0.5 points if project implements an appropriate everywhere strategy in the CMP <input type="checkbox"/> safety improvements and programs; <input type="checkbox"/> signage; <input type="checkbox"/> context sensitive design; <input type="checkbox"/> improvements for walking and bicycling; <input type="checkbox"/> basic upgrade of traffic signals; <input type="checkbox"/> signal prioritization for emergency vehicles; <input type="checkbox"/> making transfers easier for passengers; <input type="checkbox"/> intersection improvements of a limited scale; <input type="checkbox"/> bottleneck removal of a limited scale; <input type="checkbox"/> environmental justice outreach for decision-making; <input type="checkbox"/> access management; <input type="checkbox"/> marketing/outreach for transit and TDM services; <input type="checkbox"/> revisions to existing land use or transportation regulations; <input type="checkbox"/> growth management; <input type="checkbox"/> smart growth; or <input type="checkbox"/> complete streets. B. (project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent)/total project length.
	Congestion / Overcrowding	Roadway Management System (RMS)	A. Limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000. B. Arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500. C. Transit facilities: 1 point if daily passengers/daily seats (# of vehicles * seats per vehicle * total daily service frequency) >1; else daily passengers/daily seats.
Environmental Justice	-	Indicators of Potential Disadvantage (IPD)	(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities)/total project length.
Facility / Asset Use	Daily VMT	Roadway Management System (RMS),	1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else total daily VMT divided by 500,000. For computation of VMT, projects that only involve bridges or intersections assume that each of these facilities is 1 mile in length. In this case the value will be the average AADT multiplied by the number of bridges or intersections. Projects where bridge or intersection improvements are a part of a larger scope will rely on the limits of the larger project.
	Daily Trucks	Roadway Management System (RMS),	1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.
	Daily Transit Riders	Transit Agencies,	1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.
Multimodal – Bike and Pedestrian	New facilities	DVRPC multi-use trail network, bus routes, train/trolley/subway stations; DVRPC Bike/Ped counts	Up to a maximum of 1 point: <input type="checkbox"/> Up to 0.5 points for any new trail, sidepath, bike lane, or sidewalk: total length in miles divided by 10; <input type="checkbox"/> 0.1 points for each bus route, each train station, or each existing bike/ped facility that a proposed new bike/ped facility connects to; <input type="checkbox"/> 0.5 points if new sidewalks and bike facilities fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination; and <input type="checkbox"/> 1 point if number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.

## Detailed Evaluation Criteria (Continued)

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)										
<i>Air Quality / Green Design</i>	-	Project sponsor / project scope	<input type="checkbox"/> 0.5 points for air quality benefits such as: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling; and/or 0.5 points for any one of the green design checkboxes below: <ul style="list-style-type: none"> <li><input type="checkbox"/> Green design such as bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins;</li> <li><input type="checkbox"/> Green or recycled materials such as: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts;</li> <li><input type="checkbox"/> Reduced environmental impact, such as: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.</li> </ul>										
<i>Economic Competitiveness</i>	-	Project sponsor, RTC, DVRPC	Up to a maximum of 1 point: <ul style="list-style-type: none"> <li><input type="checkbox"/> Project saves or reduces agency operating/maintenance costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases;</li> <li><input type="checkbox"/> Project saves user or public/private vehicle operating costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases);</li> <li><input type="checkbox"/> 0.5 points if project supports a known economic development (ED) project or a transit-oriented development (TOD).</li> </ul>										
<i>Safety</i>	-	Transit agency, DOT, project sponsor/scope	<p><u>Transit Projects Only:</u> safety critical transit project =1 point</p> <p><u>Roadway/Bike/Ped. Projects:</u> 0.5 points per safety improvement/critical safety location (up to 1 point)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The project is in 1 or more DOT identified high crash location:               <ul style="list-style-type: none"> <li><input type="checkbox"/> Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&amp;EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB);</li> <li><input type="checkbox"/> Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED;</li> </ul> </li> <li><input type="checkbox"/> The project incorporates one or more FHWA proven safety countermeasures (see <a href="http://safety.fhwa.dot.gov/provencountermeasures/">http://safety.fhwa.dot.gov/provencountermeasures/</a>):               <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> roundabouts;</td> <td><input type="checkbox"/> safety edge;</td> </tr> <tr> <td><input type="checkbox"/> access management;</td> <td><input type="checkbox"/> medians and pedestrian crossing islands in urban and suburban areas;</td> </tr> <tr> <td><input type="checkbox"/> signal backplates with retroreflective borders;</td> <td><input type="checkbox"/> pedestrian hybrid beacons; and</td> </tr> <tr> <td><input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;</td> <td><input type="checkbox"/> road diets.</td> </tr> <tr> <td><input type="checkbox"/> enhanced delineation and friction for horizontal curves;</td> <td></td> </tr> </table> </li> </ul>	<input type="checkbox"/> roundabouts;	<input type="checkbox"/> safety edge;	<input type="checkbox"/> access management;	<input type="checkbox"/> medians and pedestrian crossing islands in urban and suburban areas;	<input type="checkbox"/> signal backplates with retroreflective borders;	<input type="checkbox"/> pedestrian hybrid beacons; and	<input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;	<input type="checkbox"/> road diets.	<input type="checkbox"/> enhanced delineation and friction for horizontal curves;	
<input type="checkbox"/> roundabouts;	<input type="checkbox"/> safety edge;												
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<input type="checkbox"/> longitudinal rumble strips and stripes on two-lane roads;	<input type="checkbox"/> road diets.												
<input type="checkbox"/> enhanced delineation and friction for horizontal curves;													

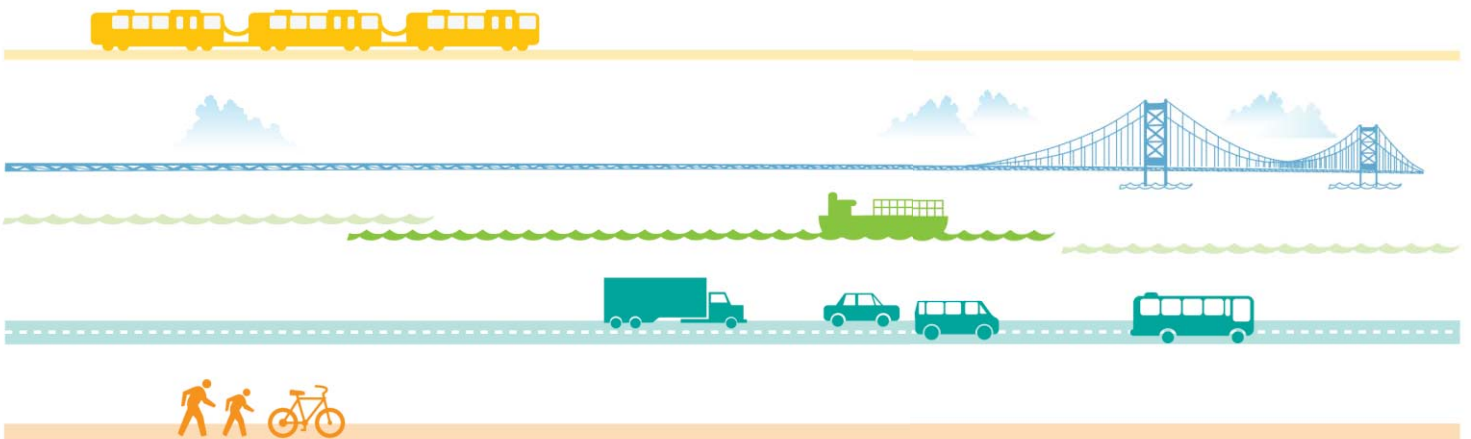
## Detailed Evaluation Criteria (Continued)

Main Criteria	Sub-Criteria	Data Source	Rating Scale (each Main/Sub criteria can score up to 1 point)
			<p><u>Transit Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair;</li> <li><input type="checkbox"/> 0.5 points if project extends the useful life of a facility / asset not in poor condition.</li> </ul>
<i>Facility / Asset Condition</i>	-	Asset Management System Rating	<p><u>Roadway and Bridge Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of <math>\geq 180</math>, an NHS facility with an IRI <math>\geq 200</math>, a roadway with more than 2,000 vehicles per day with an IRI <math>\geq 230</math>, or a roadway with less than 2,000 vehicles per day and an IRI of <math>\geq 260</math> into a state-of-good repair;</li> <li><input type="checkbox"/> 0.8 points if the project will bring a facility or asset with a "poor/worst on four or five point scale" asset management system rating into a state-of-good repair;</li> <li><input type="checkbox"/> 0.5 points if project extends the useful life of a facility not in poor condition, or resolves a fracture critical issue on a bridge;</li> <li><input type="checkbox"/> 0.25 points if project removes a functional obsolescence issue on a bridge.</li> </ul>



## APPENDIX E

Memorandum of Understanding  
on Procedures to Amend and  
Modify the TIP







# 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 January 26, 2012

Re-Affirmed on June 28, 2012

### 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 21<sup>st</sup> 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 through the many opportunities outlined in DVRPC's Public Participation Plan.. **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.

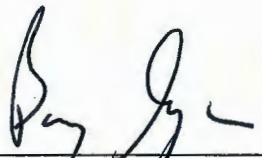
2. PennDOT will provide DVRPC with a quarterly report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar report comparing the programmed amount 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.

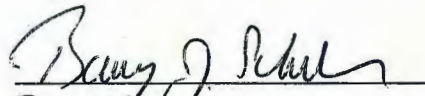
1. At the beginning of the second fiscal year of the TIP, the PA Subcommittee may meet to review all obligation activity during the previous year and the current project costs and schedules. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will bring it in line with 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).



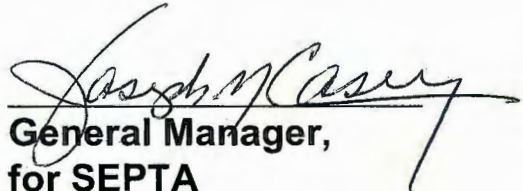
**Executive Director,  
for DVRPC**

Date 1/30/12



**Secretary,  
for PennDOT**

Date 2-9-12



**General Manager,  
for SEPTA**

Date 2/28/12

**APPROVED AS TO FORM:**

BY:  <sup>2/27/12</sup>  
**GENERAL COUNSEL'S OFFICE**



## MEMORANDUM OF UNDERSTANDING

### Pennsylvania Department of Transportation's Statewide Procedures for 2015-2018 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 2015-2018 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Planning Partners' Transportation Improvement Programs (TIPs), including the Statewide Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

#### 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.
- A **Fiscal Constraint Chart** is a excel or MPMS generated chart depicting the transfer of funds from one (source of funding) to a project or projects. Ideally, net change should be zero.
- 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.
- A **Planning Partner** is the Commonwealth's Metropolitan Planning Organizations (MPO) or Rural Planning Organizations and an independent County (Wayne).
- A **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning 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).
- A **Statewide Managed Program (Statewide Programs)** are those transportation improvements that are managed on the STIP including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but not limited to HSIP, RRX, TAP, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.
- The **Rapid Bridge Replacement (RBR)** Initiative (developed via a Public Private Partnership – P3) will follow the **Statewide Managed Program** guidance in the

administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on regional TIPs will be considered as an administrative action for each MPO/RPO.

### **What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?**

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the Planning Partners and **Statewide Programs** 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.

### **How and When is a STIP/TIP Developed?**

**See General and Procedural Guidance.**

### **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 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 Regulations 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 in the TIP document.

All modifications must maintain year-to-year fiscal constraint [23 CFR § 450.324 (e), (h) & (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 **within the time period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP.** The arbitrary reduction of the overall cost of a project, or project phase(s), 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 Partner's 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

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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 approved by the Planning Partner. 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 of Federal Highway Funds adds, advances, or adjusts federal funding for a project, the Planning Partner will be notified of the modification by the Department.

### **Modifications – Amendments and Administrative Actions**

An *amendment* is a STIP/TIP modification that:

- The initial submission and approval process of Federally funded Statewide Managed Program projects will be considered an amendment, (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative action);
- 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 from a statewide line item; that exceed the thresholds listed below and excluding those Federally funded Statewide Program projects;
- Adds a new project phase(s) or increases a current project phase or deletes a project phase (s) or decreases a current project phase that utilizes Federal funds where the modification exceeds the following thresholds:
  - \$5 million for the Interstate Management (IM) Program
  - \$1 million for other Federally funded Statewide Programs
  - \$5 million for MPOs with 2010 US Census population > 1,000,000
  - \$3 million for MPOs with 2010 US Census population > 200,000 but < 1,000,000
  - \$2 million for the remaining Planning Partners
- Involves a Change in the Scope of work to a project(s) that would:
  - Result in an air quality conformity reevaluation,
  - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed any Federally funded threshold contained in this MOU),
  - Results in a Change in scope on any Federally funded project that is significant enough to essentially constitute a new project.

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 (see definitions). In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase on the 2<sup>nd</sup> period of the respective Planning Partners' Long Range Transportation Plan.

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 (in Excel format) 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

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appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency.

In the case of the IM Program and other Federally funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An **administrative action** is a STIP/TIP modification that:

- Adds a project from a funding initiative or line item that utilizes 100 percent State or non-Federal funding; or regional TIP placement of Federal funded Statewide Program projects (see definition) or Federal funds from a statewide line item that do not exceed the thresholds established by the Planning Partner;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/TIP Reserve Line Item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner;
- 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; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a Change in Scope on any Federally funded project that is significant enough to essentially constitute a New Project.

**Administrative actions do not require Federal approval.** 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 question any administrative action that is not consistent with Federal regulations or with this MOU where Federal funds are being utilized.

### **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**

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. At the end of the Federal Fiscal Year, the PennDOT report card can be used by the Planning Partners as the basis for compiling information in order to meet the Federal Annual Listing of Obligated Project requirement. 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. A summary report detailing this information will be provided no later than 30 days after the end of a Federal Fiscal Year.

**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, individual Planning Partner modification procedures will be developed under the guidance umbrella of this document.** 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 **Federally funded Statewide Program TIP modifications.**

This Memorandum of Understanding will begin October 1, **2014**, and remain in effect until September 30, **2016**, unless revised or terminated. **Furthermore, it is agreed that this MOU will be reaffirmed every two years.**

We, the undersigned hereby agree to the above procedures and principles.

\_\_\_\_\_  
Chairman  
Division Administrator  
Federal Highway Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ms. Brigid Hynes-Cherin  
Regional Administrator  
Federal Transit Administration

\_\_\_\_\_  
Date

\_\_\_\_\_  
Mr. Larry S. Shifflet, Director  
Center for Program Development and  
Management  
Pennsylvania Department of Transportation

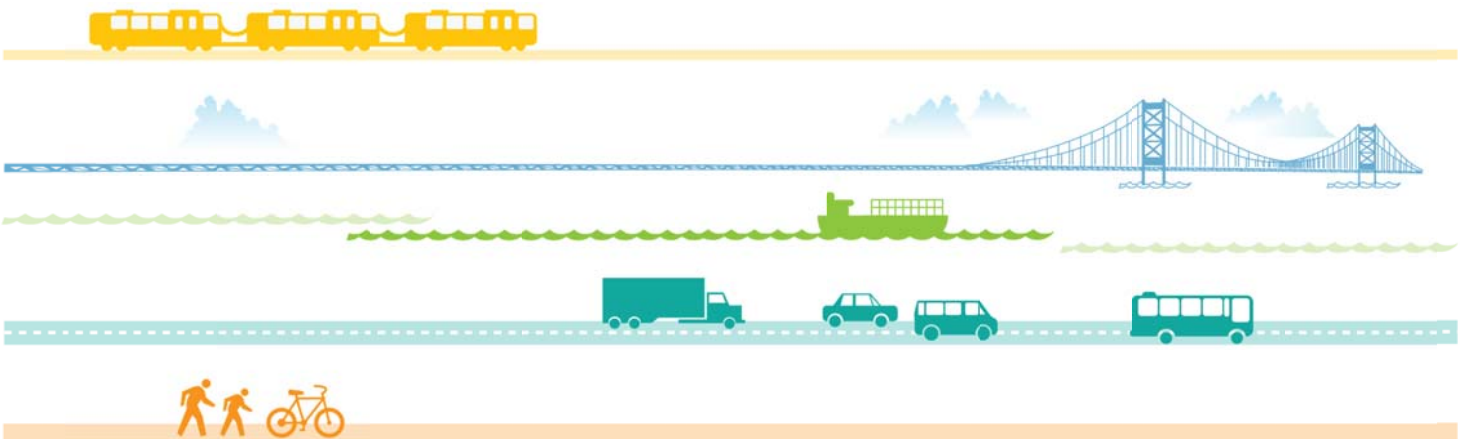
\_\_\_\_\_  
Date

**NOTE: Change signatures to reflect your MOU signatories**



## APPENDIX F

Acknowledgement of Summary of the TIP Public Involvement Process, Summary of Public Comments, Agency Responses, List of Recommended Changes, and Supporting Documentation







## Appendix F. Acknowledgement of Summary of the TIP Public Involvement Process, Summary of Public Comments, Agency Responses, List of Recommended Changes, and Supporting Documentation

This Section Intentionally Left Blank Until Board Adoption and Printing of Final Document.



**Publication Title:** Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

**Publication Number:** 15001A

**Date Published:** May 2014

**Geographic Area Covered:** Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

**Key Words:** Act 89, Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Highlights of the Draft TIP, Hometown Streets/Safe Routes to School, Index of Comments, MAP-21, Moving Ahead for Progress in the 21<sup>st</sup> Century, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Comments, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, TAP, Transit, Transportation, Transportation Alternatives Program, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

**Abstract:** The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in DVRPC's Pennsylvania counties that will seek federal funding in fiscal years 2015 to 2018. This volume also contains the following six appendices: (a) Acknowledgement of Board Resolutions, (b) State DOT Financial and Procedural Guidance, (c) Acknowledgement of the Executive Summary of the Draft Documentation of the Conformity Finding, (d) DVRPC TIP Project Benefit Criteria, (e) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (f) Acknowledgement of Summary of Public Outreach, Public Comments and Agency Responses.

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