

DVRPC FY2017 TIP



TIP

FY2017 TIP

for Pennsylvania

Adopted July 2016





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.



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CHAPTER 1: GENERAL OVERVIEW OF THE TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2017 Transportation Improvement Program (TIP) for the Pennsylvania portion of the region (FY2017 to FY2020). 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 DVRPC FY2017 TIP for Pennsylvania contains almost 450 projects (including the Interstate Management Program), totaling over \$5.3 billion for the phases to be advanced during the next four years, an average of over \$1.32 billion per year. Programmed funds include \$2 billion for projects primarily addressing the non-interstate highway system, and \$578 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of over \$2.5 billion. Additionally, there is a \$2.8 billion Transit Program for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation (PennDOT). Chapter 2 presents financial summaries of these programs.

The board resolutions, see Appendix A, will certify that the DVRPC FY2017 TIP for Pennsylvania will meet various federal requirements pertaining to MPOs, the Clean Air Act Amendments, conformity, and the planning process.

The DVRPC FY2017 TIP for Pennsylvania meets the federal requirements of being financially constrained to a level of funding that is expected to be available to the region, as established in the financial guidance provided by PennDOT. See Appendix B for further details on this guidance.

THE TIP AND FEDERAL REQUIREMENTS

The TIP is a requirement of federal transportation legislation, most recently, the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over ten years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (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.

WHAT THIS TIP 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, an explanation of the mapping application and project listings, and codes and abbreviations included in the document. This reference information is followed by the project listings themselves, Competitive Programs section, and Major Project Status Report.

At the end of the document, there are four appendices: (a) Board Resolutions; (b) Financial Guidance used in developing the program, including the PennDOT Investment Plan; (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (d) DVRPC TIP Project Benefit Criteria;

There is also an addendum, which is a companion document. This document contains four additional appendices: (e) PennDOT's General and Procedural Guidance, (f) SEPTA's Financial Capacity Analysis, (g) Executive Summary of the Documentation of the Conformity Finding, and (h) Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2017 Draft TIP for Pennsylvania, a copy of a letter sent to the Tribal Nations indicating that they can view the Draft TIP during the Public Comment period, and Proof of Publication.

ACCESSING THE TIP VIA VARIOUS TECHNOLOGIES

The World Wide Web

The TIP is found on the DVRPC website. You can easily search for the FY2017 TIP for Pennsylvania, as well previous TIPs. The website includes an interactive method for displaying maps and project listings, as well as a way to submit comments during the public comment period. 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.

QR Code



DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open up directly to the DVRPC TIP webpage. The DVRPC TIP QR Code symbol is shown to the left.

Scan the QR code with your smartphone for up-to-date information on DVRPC's TIP or visit www.dvrpc.org/TIP.

DVRPC Resource Center and Public Libraries

Hardcopies of the TIP are available at various public libraries that are listed in Table 10: Libraries Displaying the DVRPC FY2017 TIP for PA in this document and at the DVRPC Resource Center located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106.

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. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the FAST Act. The list is multimodal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well.

The TIP shows estimated costs and schedules 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 Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for PA; 10 years for NJ) 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” funding, and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal fiscal year schedule that begins on October 1 of a given year and ends on September 30 of the following year. The Pennsylvania and New Jersey 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 C 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, or additional funding to the region must be identified. 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 ranges 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 does not guarantee 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. It can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state governments want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its 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 an air quality non-attainment region such as 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 latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, visit 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 air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined

by an emissions analysis. The projects in the DVRPC FY2017 TIP for Pennsylvania 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 tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO), and fine particulate matter (PM_{2.5}) emissions are less than any applicable budgets or baseline established for all analysis years. The Executive Summary of the Documentation of the Conformity Finding is included as Appendix G in in the Addendum. 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, www.dvrpc.org/AirQuality/Conformity.

How is the TIP Funded?

The major funding source for the projects in the TIP is the FAST Act, which is administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of Pennsylvania and New Jersey 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?

Various 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 precede 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 lists 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 is 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, 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 in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized") 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.

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 at 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 gather input.

Specifically, the public and other interest groups had the opportunity to comment on the Draft DVRPC FY2017 TIP for Pennsylvania before it was officially adopted by the DVRPC Board. DVRPC conducted a 30+-day public comment period and held one open-house meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FY2017 TIP were made available online, at the DVRPC resource center, as well as various public libraries that are listed in Table 10: Libraries Displaying the DVRPC FY2017 TIP for PA. The TIP documents are also viewable on DVRPC's website at www.dvrpc.org/TIP.

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CHAPTER 2: PROGRAM SUMMARIES

The DVRPC FY2017 TIP for Pennsylvania contains almost 450 projects (including the Interstate Management Program), totaling over \$5.3 billion for the phases to be advanced during the next four years, an average of over \$1.32 billion per year. Programmed funds include \$2 billion for projects primarily addressing the non-interstate highway system, and \$578 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of over \$2.5 billion. Additionally, there is a \$2.8 billion Transit Program for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation (PennDOT) Bureau of Public 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, which includes federal, state, local and the Pennsylvania Statewide Interstate Management Program (IMP) funding for the DVRPC region. Tables 2 and 3 provide a breakdown of various state and federal funding sources and their distributions, including local matches.

Table 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2017	FY2018	FY2019	FY2020	4-YEAR TOTAL (FY17–20)
HIGHWAY PROGRAM					
Bucks County	135,940	74,276	61,217	59,555	330,988
Chester County	35,745	52,491	37,567	86,335	212,138
Delaware County	84,534	69,858	42,932	85,954	283,278
Montgomery County	113,700	86,849	99,393	80,002	379,944
Philadelphia County	120,172	131,893	135,473	78,239	465,777
Various Counties	83,282	88,454	75,710	82,720	330,166
Regional Highway Program	573,373	503,821	452,292	472,805	2,002,291
Interstate – Montgomery County	5,504	9,496	163	4,190	19,353
Interstate – Philadelphia County	144,344	160,636	99,818	153,838	558,636
Interstate Program Subtotal Cost	149,848	170,132	99,981	158,028	577,989
Regional Highway and Interstate Program Total Cost	723,221	673,953	552,273	630,833	2,580,280
TRANSIT PROGRAM					
SEPTA	600,571	758,008	712,496	667,065	2,738,140
Pottstown Area Rapid Transit	2,240	3,635	2,235	2,235	10,345
PennDOT Bureau of Public Transit	2,750	1,500	55,000	0	59,250
Transit Program Subtotal Cost	605,561	763,143	769,731	669,300	2,807,735
GRAND TOTAL COST – 4-YEAR TIP	1,328,782	1,437,096	1,322,004	1,300,133	5,388,015

SOURCE: DVRPC. 2016

Table 2: Cost by TIP and Interstate Funding Category (\$000)¹

FUND TYPE	FY2017	FY2018	FY2019	FY2020	4-YEAR TOTAL (FY17–20)	LFY 2021-2024	LFY 2025-2028	TOTAL LFYS 2021-2028
DVRPC REGIONAL HIGHWAY PROGRAM								
Bridge State	38,462	37,967	35,163	32,148	143,740	129,135	128,575	257,710
ARLE	6,842	0	0	0	6,842	0	0	0
MTF	147	0	147	0	294	0	0	0
Highway State	76,501	81,138	74,487	67,590	299,716	270,354	270,343	540,697
A-073 (GLG)	3,013	2,411	1,765	0	7,189	0	0	0
Bridge Off	12,244	12,244	12,244	12,244	48,976	48,976	48,976	97,952
CAQ	30,020	30,754	31,475	32,289	124,538	129,156	129,156	258,312
TIIF	3,400	4,000	0	0	7,400	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HCB	0	64	1,288	0	1,352	0	0	0
HSIP	12,754	13,208	13,653	14,159	53,774	56,636	56,636	113,272
LOC	21,917	20,314	16,879	10,424	69,534	31,252	348	31,600
NHPP	125,595	129,752	134,346	139,081	528,774	556,324	556,324	1,112,648
Other	961	475	0	0	1,436	0	0	0
RRX	774	673	427	536	2,410	315	0	315
sHSIP	10,499	6,284	0	0	16,783	0	0	0
SPK-NHPP	0	0	0	21,000	21,000	159,000	0	159,000
SRTSF	1,187	1,000	0	0	2,187	0	0	0
STP	26,964	27,400	27,743	28,248	110,355	112,992	112,992	225,984
STU	67,597	70,380	73,071	76,160	287,208	304,640	304,640	609,280
SXF	14,389	2,569	8,589	17,911	43,458	0	0	0
TAP	6,471	0	0	0	6,471	0	0	0
TAU	3,857	3,932	3,932	3,932	15,653	15,728	15,728	31,456
TIGER	0	10,265	0	0	10,265	0	0	0
Toll	0	0	0	0	0	0	0	0
TPK	92,696	31,908	0	0	124,604	0	0	0
Highway Subtotal	573,373	503,821	452,292	472,805	2,002,291	1,882,840	1,692,050	3,574,890
INTERSTATE MANAGEMENT PROGRAM IN DVRPC REGION								
B-State-IM	6,182	5,951	3,082	6,446	21,661	15,265	5,374	20,639
H-State-IM	21,705	24,674	26,768	12,744	85,891	52,730	23,614	76,344
NHPP-IM	117,461	131,007	70,131	138,838	457,437	628,251	672,775	1,301,026
SPK-NHPP	4,500	8,500	0	0	13,000	100,800	0	100,800
IMP Subtotal	149,848	170,132	99,981	158,028	577,989	797,046	701,763	1,498,809
Highway Grand Total	723,221	673,953	552,273	630,833	2,580,280	2,679,886	2,393,813	5,073,699

SOURCE: DVRPC. 2016

¹ The TIP fund categories are explained in Chapter 5: Codes and Abbreviations Overview, beginning on page 37. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See pie chart titled Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000) on page 12.

Table 3: Cost by Transit TIP Funding Category (\$000)²

FUND TYPE	FY2017	FY2018	FY2019	FY2020	4-YEAR TOTAL (FY17–20)	LFY 2021-2024	LFY 2025-2028	TOTAL LFYS 2021-2028
SEPTA - TRANSIT PROGRAM								
1514	293,944	322,411	322,450	329,854	1,268,659	1,356,769	1,383,247	2,740,016
5307	102,327	104,483	106,711	108,986	422,507	435,944	435,944	871,888
5324	19,702	0	0	0	19,702	0	0	0
5337	117,903	119,938	122,001	124,099	483,941	496,396	496,396	992,792
5339	7,259	7,451	7,649	7,852	30,211	31,408	31,408	62,816
LOC	26,550	20,926	20,925	20,918	89,319	83,633	83,602	167,235
Other	0	150,000	100,000	50,000	300,000	0	0	0
PTAF 44	32,886	32,799	32,760	25,356	123,801	64,071	37,591	101,662
SEPTA Subtotal	600,571	758,008	712,496	667,065	2,738,140	2,468,221	2,468,188	4,936,409
PART- TRANSIT PROGRAM								
1513	1,100	1,150	1,150	1,150	4,550	1,150	0	1,150
1517	100	50	50	50	250	50	0	50
5307	800	2,350	950	950	5,050	970	0	970
LOC	90	85	85	85	345	85	0	85
PTAF 44	150	0	0	0	150	0	0	0
PART Subtotal	2,240	3,635	2,235	2,235	10,345	2,255	0	2,255
PENNDOT- TRANSIT PROGRAM								
341	550	300	11,000	0	11,850	0	0	0
5307	2,200	1,200	18,000	0	21,400	0	0	0
5337	0	0	26,000	0	26,000	0	0	0
PennDOT Subtotal	2,750	1,500	55,000	0	59,250	0	0	0
Transit Grand Total	605,561	763,143	769,731	669,300	2,807,735	2,470,476	2,468,188	4,938,664

SOURCE: DVRPC. 2016

Table 4: Grand Total Cost 4-Year Highway and Transit Program (\$000)

PROGRAM	FY2017	FY2018	FY2019	FY2020	4-YEAR TOTAL (FY17–20)	LFY 2021-2024	LFY 2025-2028	TOTAL LFYS 2021-2028
GRAND TOTAL COST – 4 YEAR HIGHWAY AND TRANSIT PROGRAM								
Highway	723,221	673,953	552,273	630,833	2,580,280	2,679,886	2,393,813	5,073,699
Transit	605,561	763,143	769,731	669,300	2,807,735	2,470,476	2,468,188	4,938,664
DVRPC Total	1,328,782	1,437,096	1,322,004	1,300,133	5,388,015	5,150,362	4,862,001	10,012,363

SOURCE: DVRPC. 2016

² The TIP fund categories are explained in Chapter 5: Codes and Abbreviations Overview, beginning on page 37. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See pie chart titled Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000) on page 12.

Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

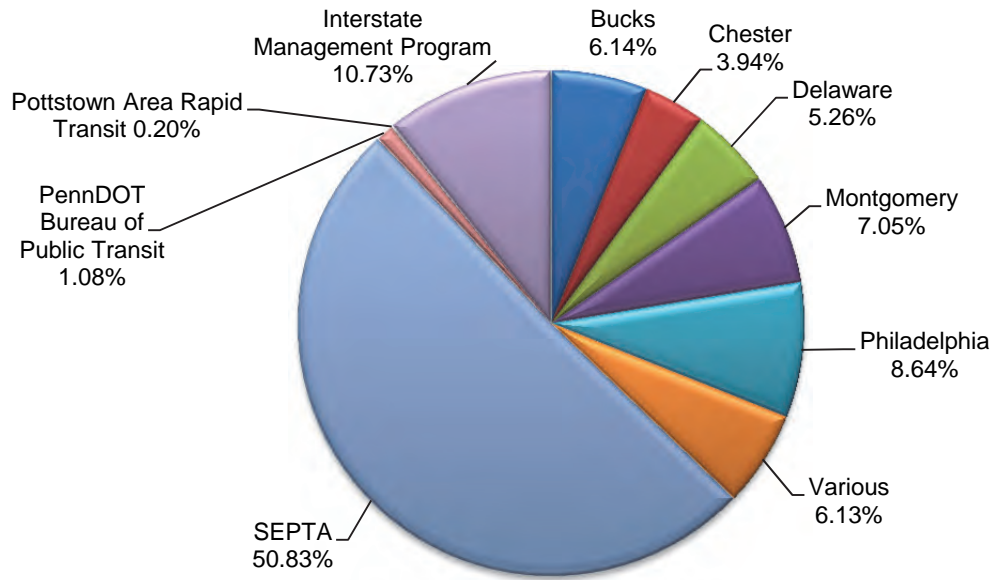
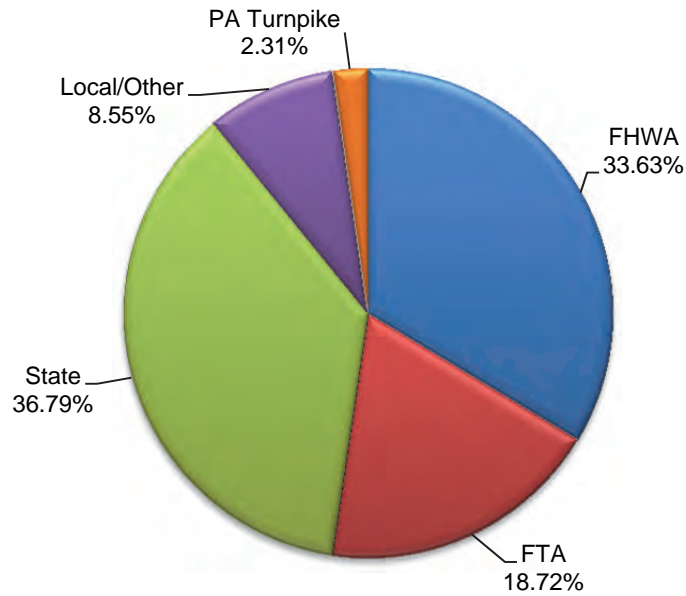


Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)



SOURCE: DVRPC. 2016

PENNSYLVANIA ACT 89 AND FUNDING TO THE REGION

Act 89 of 2013 is the state of Pennsylvania's transportation funding bill that provides much-needed funding for the state's roads and bridges and transit systems. Act 89 was enacted to 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 also removed 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. PennDOT is responsible for the third highest number of bridges in the nation and has high need in reducing the number of structurally deficient bridges.

Regarding funding to the Statewide Interstate Management Program (IMP), which is managed statewide, PennDOT's Financial Guidance (Appendix B) indicates that \$1,553,862,000 would be distributed (statewide) to projects in the IMP, over the four years FY2017 to FY2020. For projects programmed during the FY2017 to FY2020 time period, \$577,989,000, or 37 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 25 percent (\$1,610,064,000) of the \$6.5 billion in federal and state resources from the formula highway funds distributed to MPOs and RPOs in the state, and 62 percent (\$2,417,288,000) of \$3.8 billion in federal and state resources for the Transit Program. Overall, 37.5 percent (\$4,027,352,000) of \$10.3 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY2017 to FY2020) 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.

SEPTA EB-5 FUNDING

The transit portion of the DVRPC FY2017 TIP for Pennsylvania includes \$300 million of loan funding designated by fund code "OTH" or "Other." The funds will be provided through a loan agreement with the Delaware Valley Regional Center (DVRC), pursuant to the Employment Based Immigration-5th preference (EB-5) visa program administered by United States Citizenship and Immigration Services (USCIS).

The EB-5 visa program was created by the United States Congress in 1990 to stimulate the U.S. economy through job creation and capital investment by foreign investors. In 1992, Congress created the Immigrant Investor Program, also known as the Regional Center Program, which

sets aside EB-5 visas for participants who invest in commercial enterprises associated with regional centers approved by the USCIS based on proposals for promoting economic growth.

In January 2016, SEPTA entered into a loan agreement with DVRC that will be made available to SEPTA over a period of several years and will provide up to \$300 million to partially fund the capital projects identified in the table below. The loan is structured in such a way that funding can be used to support any or all of the five projects listed in the table below, at the funding level SEPTA chooses. The funding allocations programmed in the TIP are current estimates of how the funding will be used but is subject to change as these projects advance. The 5-year interest-only loan includes an option that allows SEPTA to repay the loan with cash, or through the issuance of municipal bonds. For the FY2017 TIP, SEPTA has assumed a repayment with municipal bonds with a 20-year amortization of principal. The debt service for the bonds is included in MPMS #60275. There are currently no outstanding borrowings under this loan agreement.

Table 5: SEPTA's EB-5 Funded Projects

MPMS #	Project	FY 2018	FY 2019	FY 2020	Total
60335	City Hall / 15 th Street Stations Rehabilitation	\$15,538,000	\$17,467,000	\$0	\$33,005,000
60636	Elwyn to Wawa Rail Restoration	\$30,462,000	\$12,533,000	\$15,000,000	\$57,995,000
60638	Regional Rail Car, Locomotive, and Trolley Acquisition	\$60,000,000	\$25,000,000	\$0	\$85,000,000
60651	Substations and Power Improvements	\$25,000,000	\$15,000,000	\$10,000,000	\$50,000,000
102569	Maintenance & Transportation Facilities- Frazer Yard Expansion	\$19,000,000	\$30,000,000	\$25,000,000	\$74,000,000
Total		\$150,000,000	\$100,000,000	\$50,000,000	\$300,000,000

FINANCIAL CONSTRAINT

Toward the beginning of each TIP update, the state DOT develops estimated resources or "financial guidance" for use by DVRPC and the other MPOs and RPOs. 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 describes how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial 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 DVRPC FY2017 TIP for Pennsylvania makes information available for project costs beyond the formal four-year (FY2017 to FY2020) 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 funding constraints on the region. In any case, project costs that show in the TIP under "Later Fiscal Years" (FY2021 to FY2028) 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 FY2017 TIP does show a financially constrained 12-year program from FY2017 to FY2028, 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 \$388 million per year (FY2017 to FY2020) 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 21 projects in the region, totaling almost \$578 million, which is included in the IMP over the four years FY2017 to FY2020. Those highway projects, for I-95 in the City of Philadelphia and I-76 in Montgomery County, are listed in a separate Interstate Management Program section. The I-95/322 interchange in Delaware County is also included in the 12-year IMP in the third four years.

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

SEPTA certifies annually to its financial capacity as part of the Federal Transit Administration (FTA) Certifications and Assurances. In addition, the FTA conducts triennial reviews of SEPTA's compliance in 17 different areas, including Financial Management and Financial Capacity. The final report for the 2014 Triennial Review for SEPTA found no deficiencies with FTA requirements for Financial Management and Financial Capacity. 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 (see Appendix F in the Addendum).

PROJECT SELECTION AND EVALUATION PROCESS

The DVRPC TIP project selection process is consensus based, in combination with TIP project selection criteria that incorporate performance-based measures for new projects (see Appendix D for details on the TIP Project Benefit Criteria that addresses the FAST Act requirements and will further link to the goals of DVRPC's Long-Range Plan). At the beginning of the TIP update all project costs and schedules of existing projects 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 were 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 performance-based measures. A 12-year constrained programming horizon was developed for both the highway and transit programs. A constrained draft program was put out for a 30+-day public comment period, and the program, with recommended changes, was adopted by the DVRPC Board on July 28, 2016.

The DVRPC TIP Project Benefit Criteria proactively positions the region to address the FAST Act requirements and further links to the goals of the DVRPC Long-Range Plan. This effort considered all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects, and ultimately it 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 went through the benefit evaluation process. Highway and bridge 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 (19 percent)** – 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 (17 percent)** – safety critical for transit, high-crash road location, or incorporates an FHWA-proven safety countermeasure;
- ❖ **Reduce Congestion (15 percent)** – location in the Congestion Management Process (CMP) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats;
- ❖ **Invest in Centers (13 percent)** – location in a 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 (11 percent)** – daily vehicle miles traveled (VMT), truck volume, and transit ridership;
- ❖ **Economic Competitiveness (8 percent)**– reduced operating/maintenance costs, or part of an economic development or transit-oriented development (TOD) project;
- ❖ **Multimodal Bicycle/Pedestrian (7 percent)** – bicyclists and pedestrians using the facility, new trails, sidewalks, or bike trails, and connections to other multimodal facilities;
- ❖ **Environmental Justice (5 percent)** – benefits high “Indicators of Potential Disadvantage” (IPD – previously known as “Degrees of Disadvantage” or “DOD”) communities; and
- ❖ **Air Quality/Green Design (5 percent)** – stresses air quality benefits and incorporates environmentally friendly principals.

THE LONG-RANGE PLAN AND INVESTING IN THE REGION’S PLANNING CENTERS

The Delaware Valley Region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. The *Connections 2040: Plan for Greater Philadelphia*, the region’s Long-Range Plan serves as a blueprint for the prioritization and funding of capital transportation investments for the region. The Plan has been developed through a comprehensive, cooperative, continuing, coordinated, and compatible process. It incorporates the eight key planning factors contained in the federal transportation planning regulations. Those factors are:

- ❖ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- ❖ Increase the safety of the transportation system for all motorized and nonmotorized users;
- ❖ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and nonmotorized users;
- ❖ Increase accessibility and mobility of people and freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- ❖ Enhance the integration and connectivity of the system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operation; and
- ❖ Emphasize the preservation of the existing system.
- ❖ Additional Planning Factors - The May 27, 2016 Federal Register publication of the *“Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule”* provides guidance for DVRPC, particularly in the area of the Long-Range Plan. The final rule adds two factors to consider in the long-range plan: “Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation”; and “Enhance travel and tourism”. While not required to be included until May 27, 2018, DVRPC will begin to address these in the current plan update, which is scheduled for Board adoption in the summer of 2017.

In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into seven Center types as part of the development of *Connections 2040: Plan for Greater Philadelphia*. Those seven areas are Metropolitan Center (Center City/University City/Camden Central Business District); Metropolitan Subcenters, which reflects their magnitude of jobs and commercial activity; Neighborhood Centers, which have varying characteristics, assets, challenges, and needs, and that specific approaches and strategies for improving and revitalizing these neighborhoods will differ; Suburban Centers, which are regionally significant and defined primarily by a concentration and variety of office, retail, professional, and light industrial uses, and generally have more jobs than residents, and are generally auto dependent; Town Centers, which have a mixture of high-density residential and commercial land use, are pedestrian friendly, are often transit oriented and are surround by suburban land uses; Rural Centers, which have a minimum density of six people and three employees per developed acre and are surround by rural and agricultural land uses; and Planned Centers, which are planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on greyfields and/or brownfields in Developed Communities.

As the implementation tool of the Long-Range Plan, the TIP funds a variety of projects that address the transportation needs of all seven categories of planning centers, and all eight planning factors. Planning centers for all Pennsylvania TIP projects are included on each project listing in the DVRPC FY2017 TIP document for Pennsylvania. A more complete discussion and illustration of planning centers can be found in the *Connections 2040: Plan for Greater Philadelphia* Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan.

CONGESTION MANAGEMENT PROCESS

A Congestion Management Process (CMP) is a systematic process for managing congestion. It 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 Transportation Improvement Program (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 in New Jersey and with feeding new ones into the pipeline.
- ❖ It is used in selecting corridor studies for DVRPC.

The CMP evaluates all new or modified TIP projects proposed for federal or state funding, and, where Major Single-Occupancy Vehicle (SOV) capacity is consistent, the CMP includes the required table of multimodal supplemental strategies to reduce travel demand and to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

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. The projects are noted as such in their TIP descriptions. This 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.

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. The FAST Act creates a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year, for fiscal years 2016–2020, that is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula apportioned programs. For example, if a state receives five percent of federal-aid formula funding, the state will receive five percent of the NHFP funding. As of the printing of this document, guidance from PennDOT is forthcoming. There is also a new competitive federal grant for freight named Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE). FASTLANE Grants, authorized under the FAST Act's Nationally Significant Freight and Highway Projects program, will fund critical freight and highway projects across the country. The FAST Act authorizes an average of \$900 million in funding for FASTLANE Grants for fiscal years 2016–2020, with at least 25 percent reserved for rural projects, and ten percent for small projects that do not meet statutory minimum project size requirements.

The FAST Act directs the FHWA Administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- ❖ Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads.
- ❖ Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2013, these portions amounted to approximately 9,511 centerline miles of Interstate, nationwide. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of State routes) and deletions to the Interstate Highway System.
- ❖ Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and

the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

- ❖ Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

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 offers a web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. 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 Planning Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 6 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits 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, TRANSIT, 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 7.

Table 6: Supporting Projects That Facilitate Goods Movement and Economic Development

BENEFITS	PROJECT MPMS #	COUNTY
ADVANCES SAFETY AND SECURITY		
Railroad/Highway Grade Crossings	Statewide	Various
BALANCES FREIGHT OPERATIONAL NEEDS WITH COMMUNITY GOALS		
Bridgewater Road Extension	79329	Delaware
IMPROVES THE ENVIRONMENT		
DVRPC Competitive CMAQ Program	48201	Various
ELIMINATES BOTTLENECKS/REDUCES CONGESTION, UPGRADES BRIDGES, AND IMPROVES INTERSECTIONS		
US 1, Baltimore Pike Widening	14541	Chester
MAINTAINS PRIMARY TRUCK ROUTES, HIGHWAYS OF REGIONAL SIGNIFICANCE, AND PAVEMENT		
I-95 Reconstruction	17782, 17821, 47811, 47812, 47813, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 83640, 103557, 103558, 103559, 103560, 103561, 103562	Philadelphia
IMPROVES DISTRIBUTION PATTERNS AND SUPPLY CHAINS AND MODERNIZES INTERCHANGES AND RAMPS		
I-95/PA Turnpike Interchange	13347, 95439, 95444	Bucks
MAXIMIZES FREIGHT RAILROADS		
Hulmeville Avenue Bridge Over Conrail	13606	Bucks
PROMOTES THE GROWTH OF CENTRAL BUSINESS DISTRICTS, COMMERCE, AND TOURISM		
PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	66952	Montgomery
SPEEDS THE DELIVERY OF GOODS AND MODERNIZES COMMUNICATIONS		
Quakertown Joint Closed Loop Signal System	57635	Bucks
IMPROVES NHS INTERMODAL CONNECTORS AND SERVES PORTS, AIRPORTS, FREIGHT CENTERS, AND/OR MANUFACTURING SITES		
Philadelphia Naval Shipyard Access	46958	Philadelphia

SOURCE: DVRPC, 2016

Table 7: Toll Authority Projects

PROJECT	SCHEDULE (YEARS)	COST (IN MILLIONS)
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION		
Scudder Falls Bridge Replacement Project	2017-2020	\$319
New Hope-Lambertville Toll Supported Bridge Rehabilitation	2020	\$4.1
Centre Bridge Stockton Toll Supported Bridge Rehabilitation	2018-2019	\$6.5
DELAWARE RIVER PORT AUTHORITY/PORT AUTHORITY TRANSIT CORPORATION (DRPA/PATCO)		
Benjamin Franklin Bridge – Replace Moveable Barrier	2016–2017	\$5.4
Benjamin Franklin Bridge - Tower Expansion Joint Rehabilitation	2016–2018	\$7.0
Benjamin Franklin Bridge - Masonry Rehabilitation	2017–2019	\$5.8
Benjamin Franklin Bridge - Bridge Deck Resurfacing	2018–2020	\$27.0
Betsy Ross Bridge – Bridge Deck Resurfacings	2015-2017	\$14.4
Commodore Barry Bridge - Deleading and Repainting	2015-2020	\$90.2
Commodore Barry Bridge - Structural Rehabilitation -	2016–2020	\$11.1
Facility Security	2013-2020	\$32.0
Walt Whitman Bridge – Deleading and Repainting	2016–2020	\$55.2
Walt Whitman Bridge - Replacement of PA DMS Boards	2016–2018	\$4.5
PATCO - Rehabilitation of Track Structure on Viaduct at Westmont	2016–2017	\$13.9
PATCO - PATCO Hall and Way Interlocking Rehabilitation	2016–2018	\$6.5
PATCO - PATCO Interlocking and Track Rehabilitation Phase II	2018–2019	\$16.4
PATCO - Replace Electrical Cables in Subways	2017–2019	\$9.5

SOURCE: DVRPC. 2016

Table 7: Toll Authority Projects (Continued)

PROJECT	SCHEDULE (YEARS)	COST (IN MILLIONS)
Pennsylvania Turnpike Commission		
PA Turnpike/I-95 Interchange Project - Stage 3 – will provide an additional bridge over the Delaware River parallel to the existing bridge	Beyond 2020	Not Available
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP. 319-326	TBD	\$260.0
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-316	Design Ends 2019 Construction End 2022	\$85.0
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 316-319	Design Ends 2021 Construction Ends 2024	\$90.0
I-76, Replacement of Yellow Springs Road bridge over the Turnpike (T-488)	Construction Ends: 2016	\$7.0
I-76, Roadway and Bridge Reconstruction, Morgantown to Downingtown, MP 298-312	Design Started Construction TBD	\$390.0
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale A26-A31(Wambold Road Included)	Construction Ends 2017	\$207.0
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown	Design ends 2019 Construction Ends 2022	\$350.0
I-276/I-95 Interchange	Design Ended 2015 Construction Phase 1 ends 2018	\$430.0

SOURCE: DVRPC. 2016

SELECTED STUDIES

Future TIP projects are likely to be generated from Environmental Impact Statements (EIS)/Environmental Assessments (EA), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and Feasibility Assessments (FA) that are currently underway. An EIS is an in-depth technical analysis of the significant environmental impact of a project, and it identifies alternatives that would avoid or minimize the adverse impact. The purpose of TIS is to provide policy-level information about the impact of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program identifies ongoing studies. Selected studies for FY17, including those from the DVRPC Work Program, are listed in Table 8: Selected Transportation Studies.

Table 8: Selected Transportation Studies

SELECTED STUDIES CURRENTLY UNDERWAY IN PENNSYLVANIA	BENEFICIARIES
PENNSYLVANIA STUDIES	
Hard Shoulder Running and ITS Enhancements on I-76 Phase 2	PennDOT, Montgomery County, City of Philadelphia, Pennsylvania Turnpike Commission, adjacent municipalities, and the traveling public.
East Callowhill Safety and Traffic Calming Measures	City of Philadelphia, local residents, businesses and the traveling public
Bridge Feasibility Study in Pottstown	Pottstown Borough, Montgomery County, and DVRPC region.
Station Area Planning for NHSL King of Prussia Extension	Montgomery County, Upper Merion Township, SEPTA, PennDOT
Safe Routes to Transit Concept Development: Pennsylvania Locations	SEPTA, NJ Transit and selected Counties, municipalities, rail commuters and pedestrians and bicyclists in the vicinity of the station.
Exton Train Station – Concept Planning for Phases 2 & 3	SEPTA, Chester County, PennDOT, West Whiteland Township, park-and-ride customers from surrounding areas.

SOURCE: DVRPC. 2016

SPECIAL PROGRAMS

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP) that includes the Safe Routes to School 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, MAP-21, and the FAST Act. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements; bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions and diesel engine retrofits. 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. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ subcommittee of the Regional Technical Committee evaluates the projects and makes recommendations to the Board for final selection. In July 2016, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 17 projects for funding in the DVRPC Pennsylvania counties. There is \$21 million set aside in the FY2017 TIP for eligible projects.

Transportation Alternatives Program (TAP)

The FAST Act's Surface Transportation Block Grant sets aside funding for the continuation of the Transportation Alternatives Program (TAP), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements (TE), Recreational Trails (REC TRAILS), and Safe Routes to School programs. Under the FAST Act, this program is no longer called TAP; however, no name has been given and the state has decided to continue to use the TAP name until a name is established. Eligibility requirements of these programs have remained largely the same. Not only is there a statewide TAP allocation, there is also 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 come from 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 among others. The FAST Act apportions \$3,857,000 TAP funds in FY17 and \$3,932,000 TAP funds annually, after FY2017, 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 the winter of 2016, with final

project selections in the spring of 2016. Even though the FAST Act is only a five-year authorization, funds are shown in all 12 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. During the regional TAP selection rounds, the four DVRPC Pennsylvania counties and the City of Philadelphia 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 approximately \$26,000,000 (also two years' worth of funding), for which sponsors across the state may apply, with project selection expected to take place in the summer/early fall of 2016.

To provide for the continuation of recreational trails projects, the FAST Act builds on MAP-21 and 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 from MAP-21.

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 funding for 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 of 1964 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds, and 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, bi-state Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ and has designated the Transportation Planning Division and Office of Communications and Engagement 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 Unified Planning 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 effects of its plans, programs, and planning process on defined demographic groups in the Delaware Valley region. This assessment, significantly revised in 2010 and updated in 2014, is called Indicators of Potential Disadvantage (IPD), and it is utilized in various DVRPC plans and programs, including the TIP. The EJ analysis tool is available online at www.dvrpc.org/webmaps/EJ2014. DVRPC regularly publishes an 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. In 2014, the DVRPC Board approved the Commission's 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. In April 2012, the DVRPC Board adopted an updated 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 communication channels, a primary outlet for public participation in DVRPC is the Public Participation Task Force composed of appointed members and members-at-large throughout Greater Philadelphia bringing their own individual experiences to the planning table. The task force strives to represent regional diversity.

ENVIRONMENTAL JUSTICE ANALYSIS OF THE TIP

DVRPC's Transportation Improvement Program (TIP) for Pennsylvania is an important component of the agency's overall Environmental Justice (EJ) initiatives, Public Involvement Program, and work program activities. As the TIP is updated every other year for Pennsylvania, new analyses and mapping are conducted, and public comments are received.

The TIP uses DVRPC's Indicators of Potential Disadvantage (IPD) to analyze and map projects. Using U.S. Census American Community Survey (ACS) 2010–2014 five-year estimates, DVRPC has

identified different geographic areas in which populations may disproportionately bear the burden of planning decisions and/or demographic groups who may be underrepresented in the planning process. There are eight population groups that are currently analyzed via the IPD. These categories include: households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), car-less households, persons with physical disabilities, limited English proficiency, and female head of household with child.

Each census tract is evaluated by the IPD to quantify the concentration of potentially disadvantaged populations. A census tract is considered vulnerable if the concentration of IPDs is greater than the regional average. TIP projects are mapped to identify low-disadvantage census tracts (with one to four IPDs) and high-disadvantage census tracts (with five to eight IPDs), with and without a TIP project.

Table 9: 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 FY2017 to FY2020 Pennsylvania Highway TIP	Percent of Census Tracts that contain a project in FY2017 to FY2020 Pennsylvania Highway TIP	Number of Census Tracts that contain a project in FY2017 to FY2020 Pennsylvania Transit TIP	Percent of Census Tracts that contain a project in FY2017 to FY2020 Pennsylvania Transit TIP
0 IPD (Not Potentially Disadvantaged)	175	109	10.9 percent	6	0.6 percent
1–4 IPD (Potentially Disadvantaged)	530	314	31.4 percent	18	1.8 percent
5–8 IPD (Potentially More Disadvantaged)	293	163	16.3 percent	4	0.4 percent

Source: DVRPC 2016

Table 9 shows that there is a higher level of existence of highway projects in census tracts with one to four indicators of potential disadvantage. There is also a higher level of existence of transit projects in census tracts with one to four indicators 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.

CHAPTER 3: PUBLIC INVOLVEMENT

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to and satisfying 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 under-involved 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 inclusive, the need for public involvement is inherent to sound decision-making.

Every citizen is responsible for becoming involved in regional issues and playing a role in the decision-making process; therefore, DVRPC strives 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 FY2017 TIP for Pennsylvania opened on May 27, 2016 and extended through June 27, 2016, at 5:00 p.m. (EST). There was a public meeting held at the following location for the purpose of presenting comments on the Draft FY2017 TIP:

MONDAY, JUNE 21, 2016
4:00 P.M.–6:00 P.M.
DVRPC CONFERENCE ROOM
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106
 🗎 **WEB CONFERENCING WAS AVAILABLE.**

Web conferencing was available for the public meeting at DVRPC. Those interested in using this option to join the meeting were asked to register by June 17, 2016 by contacting 215-592-1800 or public_affairs@dvrpc.org.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of the public meeting and other general information. Individuals could download or access current TIP materials any time. The best way to submit comments was online, as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Users could click on the "Submit a comment on the Draft DVPRC FY2017 TIP for Pennsylvania" button to make general and project-specific comments. DVRPC staff then acquired responses from the appropriate agencies. Responses were not provided unless the comments were submitted in writing during the public comment period. Public comments were also accepted via email by way of the public_affairs@dvrpc.org email address.

In addition, written comments could have been forwarded via U.S. mail to:

**TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106**

Furthermore, DVRPC frequently utilizes social media ([Facebook](#), [Twitter](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, different projects and facts about the Draft TIP were highlighted via social media posts. For those without access to the Internet, TIP documents were made available at selected area libraries (see Table 10), including the DVRPC Resource Center at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Users could also submit comments by sending a fax transmittal to (215) 592-9125. Call (215) 592-1800 for more information.

PUBLIC COMMENT GUIDANCE

In an effort to facilitate the public comment process, DVRPC offered some extended guidance. Listed below are issues that DVRPC asked the public to consider during the review of the Draft TIP document.

- ❖ Given the projects in the TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of the FAST Act?
- ❖ 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 Program, and Congestion Mitigation and Air Quality projects) versus the 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 any other topic of concern. However, we reminded 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 10: Libraries Displaying the DVRPC FY2017 TIP for PA

<p>Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103 ☎ (215) 685-6621</p>	<p>Independence Branch Library 18 South 7th Street Philadelphia, PA 19106 ☎ (215) 685-1633</p>	<p>Ramonita G. Derodriguez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123 ☎ (215) 686-1768</p>
<p>Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144 ☎ (215) 686-2155</p>	<p>Lucien E. Blackwell Regional Library 201 South 40th Street Philadelphia, PA 19104 ☎ (215) 685-7671</p>	<p>Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149 ☎ (215) 685-0501</p>
<p>Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103 ☎ (215) 686-5300</p>	<p>McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134 ☎ (215) 685-9995</p>	<p>Doylestown District Center Library 150 S. Pine Street Doylestown, PA 18901 ☎ (215) 348-9081</p>
<p>Levittown Regional Library 7311 New Falls Road Levittown, PA 19055 ☎ (215) 949-2324</p>	<p>Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969 ☎ (215) 723-9109</p>	<p>Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073 ☎ (610) 353-1022</p>
<p>Chester County Library 450 Exton Square Parkway Exton, PA 19341 ☎ (610) 280-2600</p>	<p>Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320 ☎ (215) 384-4115</p>	<p>Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038 ☎ (215) 885-0457</p>
<p>J. Lewis Crozer Library 620 Engle Street Chester, PA 19013 ☎ (610) 494-3454</p>	<p>La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027 ☎ (215) 635-4419</p>	<p>Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003 ☎ (610) 642-5187</p>
<p>Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107 ☎ (215) 683-3213</p>		

SOURCE: DVRPC. 2016

CHAPTER 4: MAPPING APPLICATION AND LISTINGS OVERVIEW

MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS

For the first time, the TIP will not contain printed static maps in the document. Due to the ever-changing nature of the TIP, the maps are out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. 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 in a drop-down list under the heading “TIP Projects Not Mapped.”

The TIP Web Search Tool has been enhanced to include more robust data sets, not just TIP projects, but also overlays of Planning Centers, Freight Centers, CMP Corridors, and Indicators of Potential Disadvantage (IPD), as well as a “search by address or location” function. To go along with the more robust TIP Web Search Tool, DVRPC has made TIP Geographic Information System (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data, perform advanced analysis to discover relationships, patterns, and trends, and effectively present information to decision-makers and the public.

Downloadable GIS point, line and polygon location features for TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC RTC and Board approve are available via the Transportation section of DVRPC’s GIS Data webpage, www.dvrpc.org/Mapping/Data. This webpage also contains links to DVRPC’s *GIS Portal*, interactive maps, a map gallery, in addition to other data resources. The *GIS Portal* contains boundaries, demographic, planning, and transportation data which is helpful for obtaining data that provides context for the Transportation Improvement Program.

DVRPC REGIONAL HIGHWAY AND TRANSIT PROGRAMS

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.

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; and a listing of projects that apply to various counties. The second section includes transit projects for PennDOT's Bureau of Public Transit (BPT), Pottstown Area Rapid Transit (PART), and SEPTA. The third section applies to the Interstate Management Program (IMP).

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 thousands of dollars. Also included are project location, project description, and air-quality code.

All projects within the four years of the TIP period (FY2017 to FY2020) 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) FY2021 to FY2028. 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.

CHAPTER 5: CODES AND ABBREVIATIONS

OVERVIEW

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

AIR QUALITY CODES

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

For nonexempt projects, the first conformity “analysis year” following the project’s opening or projected completion is listed: 2017, 2020, 2025, 2035, or 2040. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 11 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 11 and Table 12 provide a complete list of exempt and nonexempt categories and corresponding air quality codes.

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 (FY2015 to FY2018) and assist in establishing the origin of these projects.

Table 11: Air Quality Codes for DVRPC Exempt Projects

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY	AQ CODE	
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	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	OTHER PROJECTS	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
AIR QUALITY	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	
NOT REGIONALLY SIGNIFICANT PROJECTS	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	
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in an exempt project	SDX	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
NO REGIONAL EMISSIONS ANALYSIS REQUIRED					
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	

SOURCE: DVRPC. 2016

Table 12: Air Quality Analysis Years for DVRPC Non-exempt Projects

	REGIONALLY SIGNIFICANT, NON-EXEMPT CODES	AQ ANALYSIS YEAR
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally significant, non-exempt projects included in the 2017 network and all subsequent analysis years – PA only	2017M
	Regionally significant, non-exempt projects included in the 2020 network and all subsequent analysis years	2020M
	Regionally significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2040M

Source: DVRPC, 2016

Notes on Tables 11 and 12:

Both exempt and not regionally significant project categories adhere to 40 CFR 93 Sections 126 and 127.

In the PM₁₀ non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

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 FY2017 TIP.

PLANNING CENTER NOTATION

The Greater Philadelphia region is a mosaic of 352 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 seven Center types as part of the development of Connections 2040: Plan for Greater Philadelphia. Those seven areas are Metropolitan Center (Center City/University City/Camden Central Business District); Metropolitan Subcenters, which reflects their magnitude of jobs and commercial activity; Neighborhood Centers, which have varying characteristics, assets, challenges, and needs, and that specific approaches and strategies for improving and revitalizing these neighborhoods will

differ; Suburban Centers, which are regionally significant and defined primarily by a concentration and variety of office, retail, professional, and light industrial uses, and generally have more jobs than residents, and are generally auto dependent; Town Centers, which have a mixture of high-density residential and commercial land use, are pedestrian friendly, are often transit oriented and are surround by suburban land uses; Rural Centers, which have a minimum density of six people and three employees per developed acre and are surround by rural and agricultural land uses; and Planned Centers, which are planned town-center-type developments on greenfields in Growing Suburbs or Rural Areas or through redevelopment on greyfields and/or brownfields in Developed Communities. “Planning Center” is a notation in the TIP project description.

INDICATORS OF POTENTIAL DISADVANTAGE

DVRPC uses the Indicators 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 (NHS) connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

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

“*” (Advanced Construct) - In the TIP project listings section, an asterisk (*) after a fund code indicates that the phase has been initiated as advanced construct using state funds and will be “converted” to federal funds. Advanced construct is a finance tool that allows PennDOT to secure federal authorization for a project without tying up any federal funds or obligation authority. There are a couple of advantages to using advanced construct financing: First, advanced construct is used on large construction projects that span two or more construction

seasons. Advanced construct frees up and allows PennDOT to use federal obligation authority that might have been used for that project on several other projects. This allows PennDOT to have multiple projects in construction at one time versus only having one project in construction. Secondly, PennDOT uses advanced 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. Nearly all advanced construct represents the borrowing of future federal funds.

BOF or BRIDGE-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. This funding also provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

FLEX (Flexible funds) – Federal funding anticipated to be transferred 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 Freight Program (NFP) – Funding for this program will be held in a statewide line item pending official guidance from FHWA.

National Highway Performance Program (NHPP) – Provides funding used to support the condition and performance of the enhanced National Highway System (NHS) and to construct new facilities on the NHS that support national performance goals. 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 the federal allocation and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Provides funding used to support the condition and performance of the National Highway System (NHS) and to construct new facilities on the enhanced NHS that support national performance goals. 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 or SPK (Federal Spike Funds – NHPP/STP/STU Funds) - Funding reserved from federal allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-NHPP for National Highway Performance Program SPIKE funds).

sHSIP (HSIP Set Aside Program) – Federal 148 funds set aside for merit based projects submitted by PennDOT Engineering Districts in partnership with area planning partners (MPOs/RPOs) and selected by PennDOT’s Highway Safety & Traffic Operation Division (HSTOD) and PennDOT’s Center for Program Development and Management. These infrastructure related safety projects must implement focus areas from the current Pennsylvania Strategic Highway Safety Plan (SHSP) using Data Driven Safety Analysis (DDSA). Submissions are submitted and accepted on a two year cycle.

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 Block Grant Program/STBG) - 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. Previously known as Surface Transportation Program (STP).

STU (Surface Transportation Block Grant 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. Previously known as Surface Transportation Program Urban Allocation (STU).

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

TAP or TAU (Surface Transportation Block Grant Programs Set-Aside) – This program is formally known as Transportation Alternatives. 50 percent of the funds allocated to each state are based upon populations greater than 200,000. A competitive process for selection of projects must take place. The fund code for this allocation is designated as TAU. The other 50 percent of funds are available to any area of the state and is to be held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP.

TIGER (Transportation Investment Generating Economic Recovery) - Special discretionary 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 HIGHWAY FUNDING SOURCES ABBREVIATIONS

A-073 (Appropriations 073) – Green Light Go - Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go Pennsylvania's Municipal Signal Partnership Program will provide up to \$40 million state funds during State Fiscal Year (SFY) 2016-2017, and after, for the operation and maintenance of traffic signals along critical and designated state highways with a required 50% municipal or private cash match.

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

185 (Appropriation 185) - State funding that can be applied to state 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.

244 (Automatic Red Light Enforcement (ARLE)) – This 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 Pennsylvania Department of Transportation distributes the funds via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway enhancement, safety, and congestion projects.

411 (Multimodal Transportation Fund) – This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization. The 411 fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Finance Authority (CFA).

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

e581 (Transportation Infrastructure Investment Fund) – 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.

SPIKE or SPK (State Spike Funds – State Bridge/State Highway) - Funding reserved from state allocations and then distributed to specific projects chosen by the Secretary of Transportation

for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-SH for State Highway SPIKE funds).

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 projects that improve air quality and/or relieve congestion without adding new highway capacity. This funding provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit. 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.

SECTION 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and NonMetropolitan Transportation Planning) – Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

SECTION 5307 (FTA Urbanized Area Formula Grants Program) – Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

SECTION 5307(h) (FTA Passenger Ferry Grant Discretionary Program) – Provides competitive funding to public ferry systems in urbanized areas.

SECTION 5309 (FTA Discretionary Capital Investment Grants/CIG) – FTA’s primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

SECTION 5309 (FTA Discretionary Pilot Program for Transit-Oriented Development Planning) – Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.

SECTION 5309() (FTA Discretionary Expedited Project Delivery for Capital Investment Grants Pilot)** – Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public-private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

SECTION 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program) – Formula funding to States for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

SECTION 5311 (FTA Formula Grants for Rural Areas) – Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

SECTION 5311(b)(3) (FTA Formula Rural Transportation Assistance Program) – Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.

SECTION 5311(c)(2)(B) (FTA Tribal Transit Formula Grants) – Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

SECTION 5312 (FTA Discretionary Public Transportation Innovation) – Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

SECTION 5312(i) (FTA Discretionary Transit Cooperative Research Program) – Research program that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

SECTION 5314(a) (FTA Formula Technical Assistance and Standards Development) – Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

SECTION 5314(b) (FTA Formula Human Resources and Training) – Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

SECTION 5324 (FTA Formula Public Transportation Emergency Relief Program) – Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

SECTION 5337 (FTA Formula State of Good Repair Grants/SGR) – Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

SECTION 5339(a) (FTA Formula Grants for Buses and Bus Facilities Formula Program) – Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

SECTION 5339(b) (FTA Discretionary Bus and Bus Facilities Grants Program) – Provides funding through a competitive allocation process to States and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

SECTION 5339(c) (FTA Discretionary Low or No Emission Vehicle Deployment Program) – Provides funding through a competitive process to States and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

TIGER (Transportation Investment Generating Economic Recovery) - Special discretionary 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.

Tribal Transit Program (FTA Public Transportation on Indian Reservations Program) – The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting

of a \$25 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.

STATE TRANSIT FUNDING SOURCES

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

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

SEC 1514 (Asset Improvement Program) - State 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.

Section 1516/341 (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 Public Transportation Trust Fund (PTTF). The match requirement varies by program.

Section 1517.1 (Alternative Energy Capital Investment Program) - This is a competitive grant program to implement capital improvements for conversion to an alternative energy source.

OTHER TRANSIT FUNDS

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

OTHER – Other funds.

Figure 3: Roadmap for TIP Project Listing

ROADMAP FOR TIP PROJECT LISTING

Below is an example of an actual TIP project listing with modified information for display purposes.

ROADMAP FOR TIP PROJECT LISTING

Below is an example of an actual TIP project listing with modified information for display purposes.

Project location information

PennDOT ID#

County where project is located

DVRPC Project Category

Roadways are grouped into different functional classifications based on the character of service they are intended to provide (e.g. major collector, principal arterial). All roadway projects using federal funds must be approved on the federally classified roadway system before a roadway can be included in the TIP.

Indicates if a project is "New," "New-B," or "Return." See page 37 for further explanation.

Final Version

Actl Let Date: 9/17/2015

MRPID: 34

AQ Code: 2020M

IPD: 0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 6477A County Lines Road Widening SR:2038

LIMITS: Stumper Road to Lower States Road/Kulper Road

IMPROVEMENT: Roadway New Capacity

MUNICIPALITIES: Montgomery Township; Horsham Township; Warrington Township

PLANNING AREA: Growing Suburb

FC: 14

New

CMP Subcorridor(s): 12B

PROJECT MANAGER: George Dunnefers ADE CONSTR CMP: Major SOV Capacity

PennDOT Class: Additional Lanes PennDOT Improvement: Additional Lanes NHPP: Y

This project includes the widening of County Lines Road from 2 lane to 5 lanes with 5' shoulders. The project length is approximately 2 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 at the Stumper Road/Kulper Road intersection and the addition of sidewalks. This project will also eliminate multiple substandard vertical curves along the road, which contribute to safety concerns at the intersection. 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.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP*	2,000											
CON	581*	500											
		2,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		2,500				0				0			

Funds are in Millions (\$).

*Y indicates the project is eligible for federal National Highway Performance Program (NHPP) funding

Congestion Management Process (CMP) codes; see page 40 for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 38 for discussion.

Air Quality Code; see pages 38, and 39 for explanations

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see pages 17 to 19 for discussion.

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

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

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CHAPTER 6: PROJECT LISTINGS

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HIGHWAY PROJECTS FOR THE
FY2017 TIP

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DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS US 202 to Park Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:119

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

FC: 16

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

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.

Project CMP (Congestion Management Process) commitments include sidewalks, signal and intersection improvements, turning movement enhancements, and coordination with SEPTA. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	530											
FD	581			1,126									
ROW	STU				927								
ROW	581				232								
UTL	STP					955							
UTL	581					239							
CON	STP						7,871						
CON	581						1,968						
		530	0	1,126	1,159	1,194	9,839	0	0	0	0	0	0
		Total FY2017-2020		2,815		Total FY2021-2024		11,033		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 10/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU		191										
ROW	185		48										
UTL	STU			197									
UTL	185			50									
CON	STP					5,287							
CON	185					1,322							
		0	239	247	0	0	6,609	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		486				6,609				0			

MPMS# 12965 *Lawn Avenue SR:4033*

LIMITS Maple Avenue to Farmers Lane

Est Let Date: 1/23/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	315											
FD	581	79											
ROW	STU		308										
ROW	581		77										
UTL	STU		1,191										
UTL	581		298										
CON	STU					11,988							
CON	581					2,997							
		394	1,874	0	0	0	0	14,985	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		2,268				14,985				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tincicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

Reconstruction of a 1909 reinforced concrete arch bridge located in Tincicum 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	BOF		175											
FD	183		33											
FD	LOC		11											
ROW	BOF			47										
ROW	183			9										
ROW	LOC			3										
UTL	BOF			56										
UTL	183			10										
UTL	LOC			3										
CON	BOF				1,159									
CON	183				218									
CON	LOC				73									
		0	219	128	1,450	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,797	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Kimples Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	472											
FD	185	118											
UTL	STU		44										
UTL	185		11										
CON	STU				835								
CON	185				334								
		590	55	0	1,169	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,814		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Perkasio Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
UTL	183	34													
UTL	LOC	8													
CON	BOF		1,870												
CON	183		350												
CON	LOC		116												
CON	BOF			1,870											
CON	183			350											
CON	LOC			116											
		42	2,336	2,336	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			4,714	Total FY2021-2024				0	Total FY2025-2028				0

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

Return

LIMITS Over Deep Run

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bedminster Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	183	1,360													
CON	LOC	340													
		1,700	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			1,700	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final 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: 8/31/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	170											
FD	LOC	42											
ROW	183		30										
ROW	LOC		8										
CON	BOF			945									
CON	183			177									
CON	LOC			59									
CON	BOF				945								
CON	183				177								
CON	LOC				59								
		212	38	1,181	1,181	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,612		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13347 **I-95, PA Turnpike Interchange (TPK) - STAGE 1 and Stage 2 (Design Only -PTC portion) SR:0095**

LIMITS Exit 28 to 29 and parts of I-95

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

FC: 11

AQ Code:2020M

PLAN CENTER:

IPD: 3

PROJECT MANAGER: AECOM/M. Girman

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 4A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

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 Delaware River Bridge toll plaza with a cashless toll facility collecting 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. Additionally, some Stage 2 design funds are shown based upon the latest adopted PTC Capital Plan.

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 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 a cashless toll facility 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 as I-295. 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 not captured by SR 0095 D10 (MPMS 95439) and D20 (MPMS 95444). Remaining Stage 1 work not already underway or completed includes the reconstruction of the ramp from the existing Delaware Valley Interchange toll plaza to Route 13 and includes a new at-grade signalized intersection with Route 13.

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. Commencement of construction for Stage 2 however is contingent upon the identification and programming of sufficient funding.

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.

Also refer to MPMS 95439 and MPMS 95444 for this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TPK	7,696											
FD	TPK		11,908										
CON	TPK	30,000											
CON	TPK		20,000										
		37,696	31,908	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		69,604		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Sellersville Borough

Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	185	265											
CON	185					4,919							
		265	0	0	0	0	4,919	0	0	0	0	0	0
		Total FY2017-2020			265	Total FY2021-2024			4,919	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 4/6/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581	90											
UTL	185	96											
CON	STU		1,172										
CON	NHPP		2,325										
CON	185		874										
CON	STU			1,172									
CON	NHPP			2,325									
CON	581			546									
CON	185			328									
		186	4,371	4,371	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		8,928		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	2,829											
FD	581	707											
FD	NHPP		2,829										
FD	581		707										
FD	NHPP			2,829									
FD	581			707									
UTL	STU				3,895								
UTL	581				969								
UTL	185				5								
		3,536	3,536	3,536	4,869	0	0	0	0	0	0	0	0
		Total FY2017-2020		15,477		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Conrail

Est Let Date: 10/20/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	185	4,774												
		4,774	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,774	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Unami Creek

Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	TOLL													
PE	STP	743												
ROW	185		180											
UTL	581		22											
CON	581			3,151										
		743	202	3,151	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,096	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Falls Township; Middletown Township

FC: 16; 17

AQ Code:R1

PLAN CENTER: Suburban Center

IPD: 1

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

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	530												
FD	581			450										
ROW	STU				464									
ROW	581				116									
UTL	581				174									
CON	STU							6,587						
CON	581							1,647						
		530	0	450	754	0	0	8,234	0	0	0	0	0	
		Total FY2017-2020			1,734	Total FY2021-2024			8,234	Total FY2025-2028				0

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

LIMITS Over Tincum Creek

Est Let Date: 7/6/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tincum Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	185		680											
CON	581			2,171										
CON	185			1,425										
		0	680	3,596	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,276	Total FY2021-2024			0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

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: 2/23/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:2025M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

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

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: N

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11-foot travel lanes, an 11-foot center left-turn lane and 2-foot shoulders. The proposed shoulder improvements will be full-depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol Road include: Old Lincoln Highway, Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Third Avenue/Richlieu Road, Bensalem Boulevard and Pasqualone Boulevard. 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. New sidewalks and ADA ramps are proposed along the corridor from Neshaminy Mall to Richlieu Road. As a result of the improvements to SR 2025, approximately 65 parcels will be affected by either required ROW takes and/or temporary 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. This work has been completed under an HOP contract by a private development entity.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	318											
CON	STU		3,362										
CON	581		840										
CON	STP			4,241									
CON	581			1,060									
CON	STU				2,481								
CON	581				620								
		318	4,202	5,301	3,101	0	0	0	0	0	0	0	0
		Total FY2017-2020		12,922		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Cornwells Heights Shuttle Bus Operations

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD: 3

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 12A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	STU	457													
CON	LOC	114													
CON	STU		480												
CON	LOC		120												
CON	STU			504											
CON	LOC			126											
CON	STP				529										
CON	LOC				132										
		571	600	630	661	0	0	0	0	0	0	0	0		
		Total FY2017-2020			2,462	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 49315 *Portzer Road Roundabout SR:6309*

LIMITS Route 663 to Route 309

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:118

MUNICIPALITIES: Milford Township; Richland Township

FC: 17

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

CMP Subcorridor(s): 14C

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

This project involves construction of a roundabout at the intersection of Portzer Road (T-354) with SR 4063 (Old Bethlehem Pike) in Milford and Richland Townships, Bucks County.

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	100												
FD	581		50											
ROW	581		75											
UTL	581		100											
CON	STU			994										
CON	TOLL													
CON	STP			306										
		100	225	1,300	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,625	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 3/15/2017

IMPROVEMENT Roadway Rehabilitation

MRPID:34

MUNICIPALITIES: Warrington Township; Horsham Township

FC: 14

AQ Code:S10

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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 improvements necessary to bring the road up to current standards.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	636											
FD	581	159											
ROW	NHPP		2,240										
ROW	581		560										
UTL	NHPP				800								
UTL	581				200								
CON	NHPP					3,184							
CON	581					796							
CON	NHPP						3,184						
CON	581						796						
CON	NHPP							3,184					
CON	581							796					
		795	2,800	0	1,000	3,980	3,980	3,980	0	0	0	0	0
		Total FY2017-2020		4,595		Total FY2021-2024		11,940		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/S. New

CMP: Minor SOV Capacity

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	NHPP	400												
FD	581	100												
ROW	NHPP			630										
ROW	581			158										
UTL	NHPP		236											
UTL	581		59											
CON	NHPP					12,134								
CON	581					3,034								
		500	295	788	0	0	15,168	0	0	0	0	0	0	
		Total FY2017-2020			1,583	Total FY2021-2024				15,168	Total FY2025-2028			0

MPMS# 57624 **Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements SR:2033**

LIMITS Woodbourne Road/Langhorne-Yardley Rd to intersection of Langhorne-Yardley Rd/Bridgetown Pike

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

The proposed roadway improvements for the intersection of Woodbourne Road (SR 2033) & Langhorne-Yardley Road (SR 2049) will include the addition of left turn lanes and right turn lanes, and improved alignment of the Woodbourne Road lanes at the intersection. For the T-intersection of Langhorne-Yardley Road (SR 2049) & Bridgetown Pike (SR 2010), the improvements will include a separate left turn lane on Langhorne-Yardley Road and right turn lanes as required. The signal equipment will be replaced and modernized at both intersections.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	LOC	300												
ROW	LOC		440											
UTL	STU			338										
CON	TOLL													
CON	STU				1,971									
CON	TOLL													
CON	STU					1,971								
		300	440	338	1,971	1,971	0	0	0	0	0	0	0	
		Total FY2017-2020			3,049	Total FY2021-2024				1,971	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 9/15/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R3

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

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.

CON (\$3,501,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
CON	TOLL															
CON	HSIP															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020				0	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

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: 11/3/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Quakertown Borough; Richland Township

FC: 14

AQ Code:2020M

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ	3,920												
CON	TOLL													
		3,920	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,920	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64779 County Line Road Widening SR:2038

LIMITS Stump Road to Lower State Road/Kulp Road

Actl Let Date: 9/17/2015

IMPROVEMENT Roadway New Capacity

MRPID:34

MUNICIPALITIES: Warrington Township; Horsham Township; Montgomery Township

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity

CMP Subcorridor(s): 12B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP*	2,000												
CON	581*	500												
		2,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 7/13/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

This project involves the rehabilitation of a single span concrete non-composite adjacent box beam bridge carrying S.R. 2036 (Swamp Road) over an unnamed tributary to Neshaminy Creek in Newton Township, Bucks County, PA. The bridge is located between the entrance to the Nob Hill Residential Development and the western entrance to the Bucks County Community College. The Historic Temora Farm Property is located on the north side of the bridge and roadway and the Tyler Run State Park is on the south side. Stone retaining walls extend east and west of the existing bridge along the northern side of the roadway. A driveway is located northeast of the bridge providing access to the Temora Farm. A small structure integral with the walls along the roadway carries this driveway over a branch of the creek.

The superstructure of the existing bridge was replaced with a non-composite superstructure under an emergency contract in 2007. The existing bridge has a single 28 foot span and a clear roadway width of 23.5 feet.

This proposed project will rehabilitate the existing non-composite bridge superstructure with the installation of composite bridge deck maintaining the existing 23.5 clear roadway width. The existing stone masonry walls northwest and northeast of the bridge will be replaced. The Temora Farm driveway drainage structure will be replaced in conjunction with the wall replacement.

The goal of this project is to complete the work described above with as minimal disturbance to the surrounding area as possible. In order to achieve this goal, the horizontal and vertical alignment of the bridge will be maintained. Roadway reconstruction will be limited to immediate roadway within the limits of the approach to rehabilitated bridge deck and to new walls and driveway drainage structure. Guide rail, signing, and pavement markings will be updated as well. During construction, traffic will be maintained utilizing a detour.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STU		487											
ROW	581		121											
UTL	STP		244											
UTL	581		61											
CON	STP				3,411									
CON	185				853									
		0	913	0	4,264	0	0	0	0	0	0	0	0	
		Total FY2017-2020			5,177	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 70218 *Delaware Canal Pedestrian Tunnel*

LIMITS Under CSX Spur Line

Est Let Date: 8/11/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Falls Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This project provides a component of the East Coach Greenway and will provide for safe, direct trail passage on the towpath. A 12' x 140' tunnel is to be placed under the CSX spur line to accommodate an 8' wide multi-use trail with 8' vertical clearance by a Structural Steel Tunnel Liner Plate System, linking to the existing towpath trail on either side of the Railroad.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
CON	SXF	700														
CON	TOLL															
CON	STP	695														
		1,395	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020		1,395		Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 4/19/2018

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Borough; Yardley Borough

FC:

AQ Code:X12

PLAN CENTER:

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU			937										
CON	SXF			1,703										
CON	LOC			836										
		0	0	3,476	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,476	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 **Bridge Replacement Brownsville Road**

LIMITS Brownsville Road over Neshaminy Creek

Est Let Date: 11/2/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STU	212												
ROW	185	53												
UTL	STU	212												
UTL	185	53												
CON	STP				5,194									
CON	185				1,298									
		530	0	0	6,492	0	0	0	0	0	0	0	0	
		Total FY2017-2020			7,022	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 86860 PA 611 Bridge Over Cooks Creek

LIMITS Over Cooks Creek

Est Let Date: 8/10/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Durham Township

FC: 2

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

This project involves 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.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	STU	480											
UTL	TOLL												
UTL	STU		200										
CON	NHPP				2,782								
CON	185				695								
CON	NHPP					2,782							
CON	185					695							
CON	NHPP						2,782						
CON	185						695						
		480	200	0	3,477	3,477	3,477	0	0	0	0	0	0
		Total FY2017-2020		4,157		Total FY2021-2024		6,954		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Church Road to Tollgate Road

Est Let Date: 6/30/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Hilltown Township; Richland Township; West Rockhill Township; Hatfi FC: 2; 12; 14; 16; 17

AQ Code:S10

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Preventive Maintenance

PennDOT Improvement: Preventive Maintenance

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	NHPP	6,365											
ROW	STP			90									
ROW	581			23									
UTL	STP			90									
UTL	581			23									
CON	NHPP			4,000									
CON	581			1,000									
CON	NHPP				4,000								
CON	581				1,000								
CON	NHPP					10,874							
CON	581					2,718							
CON	NHPP						10,874						
CON	581						2,718						
CON	NHPP							13,746					
CON	581							3,436					
		6,365	0	5,226	5,000	13,592	13,592	17,182	0	0	0	0	0
		Total FY2017-2020		16,591		Total FY2021-2024		44,366		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS SR 532 to SR 413

Est Let Date: 6/15/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Makefield Township; Newtown Township; Upper Makefield Tow **FC:** 16; 17

AQ Code:R2

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

This project will construct multiple pedestrian and roadway improvements along Durham Rd. (S.R. 0413), Stoopville Rd. (S.R. 2028), Eagle Rd. (a township road), Washington Crossing Rd. (S.R. 0532), and Highland Rd. (a township road) from the Stoopville Rd./Durham Rd. (S.R. 0413) intersection to the village of Dolington along Washington Crossing Rd. (S.R. 0532). Proposed improvements include:

- (1) Traffic control and gateway signs and painting of stop bars along Washington Crossing Rd. from the Washington Crossing Rd./Dolington Rd. intersection to village of Dolington;
- (2) 6' wide pedestrian walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/ Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/ Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road will be completed; the pedestrian walkway will require the extension of an existing pipe culvert beneath Stoopville Rd. between Highland Rd. and Creamery Rd. to allow the walking path to cross over the tributary;
- (3) Decorative crosswalks and ADA-compliant curb ramps at 3 intersections: (1) Eagleton Farms Rd./Stoopville Rd.; (2) Stoopville Rd./Washington Crossing Rd.; and (3) Highland Rd./Washington Crossing Rd.;
- (4) New traffic signal and widening at the Durham Rd./Stoopville Rd. intersection to provide a left turn lane at the Durham Rd./Stoopville Rd. intersection for vehicles traveling on southbound Durham Rd. to eastbound Stoopville Rd.;
- (5) Modification to the existing signal at the Highland Rd./Washington Crossing Rd. intersection to accommodate a right-turn lane on Highland Rd. and improvements that will provide for both left and right turn lanes for vehicles travelling southbound on Highland Rd. to Washington Crossing Rd.;
- (6) Relocation of utility poles.

The first phase (S.R. 2028, Section ECF) was constructed in June 2010 (see MPMS #84096). This project has \$269,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	581	339													
ROW	581		55												
UTL	581		55												
CON	TOLL														
CON	STP			1,532											
CON	SXF			269											
		339	110	1,801	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			2,250	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Solebury Township, Bucks County

Est Let Date: 5/14/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STU			56										
ROW	TOLL													
UTL	STU			56										
UTL	TOLL													
CON	STU					1,194								
CON	TOLL													
		0	0	112	0	1,194	0	0	0	0	0	0	0	
		Total FY2017-2020			112	Total FY2021-2024				1,194	Total FY2025-2028			0

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

LIMITS Sellersville Borough, North of Park ave Intersection

Est Let Date: 3/23/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	185	690												
FD	185		546											
ROW	STU			190										
UTL	185			253										
CON	185					2,153								
CON	185						1,728							
		690	546	443	0	2,153	1,728	0	0	0	0	0	0	
		Total FY2017-2020			1,679	Total FY2021-2024				3,881	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93444 **Route 1 Improvement-South (Section RC1)**

LIMITS S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike Exchange, Bucks County Est Let Date: 9/14/2017

IMPROVEMENT Roadway Rehabilitation MRPID:37

MUNICIPALITIES: Bensalem Township **FC:** 12; 14; 16 **AQ Code:**2025M

PLAN CENTER: **IPD:** 2

PROJECT MANAGER: TSS/P. Berthold **CMP:** Major SOV Capacity **CMP Subcorridor(s):** 4A, 5I

PennDOT Class: Highway Reconstruction **PennDOT Improvement:** Highway Reconstruction **NHPP:** Y

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 reconstruction and widening of S.R. 0001, including: upgrading of 2 interchanges S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike); reconstruction of 4 bridges; and removal of 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 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 1 retaining wall and the construction of 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 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 (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP		2,564										
CON	STU		2,439										
CON	NHPP		6,638										
CON	581		2,910										
CON	STU			14,861									
CON	581			3,715									
CON	NHPP				2,861								

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CON	STU			15,220									
CON	581			4,520									
CON	NHPP				14,861								
CON	581				3,715								
CON	NHPP					14,861							
CON	581					3,715							
		0	14,551	18,576	22,601	18,576	18,576	0	0	0	0	0	0
		Total FY2017-2020		55,728		Total FY2021-2024		37,152		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93445 **Route 1 Improvement-North (Section RC2)**

LIMITS Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Est Let Date: 2/15/2020

IMPROVEMENT Intersection/Interchange Improvements

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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 reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 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 Penndel 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 3 existing bridges, the construction of 5 retaining walls and the possible construction of 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 (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP					6,518							
CON	581					1,629							
CON	NHPP						24,119						
CON	581						6,029						
CON	NHPP							24,119					
CON	581							6,029					
CON	NHPP								41,717				
CON	581								10,429				

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Bucks												
	0	0	0	0	8,147	30,148	30,148	52,146	0	0	0	0
	Total FY2017-2020			0	Total FY2021-2024		120,589	Total FY2025-2028		0		

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Route 1 - Frontage Road Corridor, Bucks County

Est Let Date: 2/10/2022

IMPROVEMENT Roadway New Capacity

MRPID:37

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township

FC: 12; 19

AQ Code:S10

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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 1 bridge (West Interchange Road over S.R. 0001), and the rehabilitation of 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 include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	2,213											
FD	581	553											
FD	NHPP		2,213										
FD	581		553										
FD	NHPP			2,213									
FD	581			553									
UTL	NHPP					1,218							
UTL	581					304							
CON	NHPP								7,306				
CON	185								913				
CON	581								913				
CON	NHPP									7,306			
CON	581									913			
CON	185									913			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks												
CON	NHPP									7,306		
CON	581									913		
CON	185									913		
CON	NHPP									7,306		
CON	581									913		
CON	185									913		
		2,766	2,766	2,766	0	1,522	0	0	9,132	9,132	9,132	0
Total FY2017-2020				8,298			Total FY2021-2024		10,654	Total FY2025-2028		27,396

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

Actl Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements

MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity

CMP Subcorridor(s): 1A, 4A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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 Delaware River Bridge toll plaza with a cashless toll facility collecting 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 600 feet west of the S. R. 0095 overpass (approximate I-276 Milepost 355.6 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.0), 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 2603 and S.R. 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1112. 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TPK	30,000											
		30,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020				30,000			Total FY2021-2024		0	Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Actl Let Date: 5/21/2015
IMPROVEMENT Intersection/Interchange Improvements MRPID:35
MUNICIPALITIES: Bristol Township **FC:** AQ Code:2020M
PLAN CENTER: IPD: 3
PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity CMP Subcorridor(s): 1A, 4A
PennDOT Class: Highway Reconstruction **PennDOT Improvement:** Highway Reconstruction **NHPP:** Y

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 Delaware River Bridge toll plaza with a cashless toll facility collecting 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# 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 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 redesignation of proposed I-295 EB/WB (existing I-95 NB/SB) between the I-276 overpass and the Scudder Falls Bridge. Also, D20 includes the partial 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-295 WB. Four ramps will also be partially reconstructed at the I-95 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TPK	25,000											
		25,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		25,000		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 96221 **Multi-Modal Enhancements to New Britain Station**

LIMITS S. Tamendend Ave. between Butler Ave. and SEPTA New Britain Train Station

Est Let Date: 12/1/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: New Britain Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

Traffic flow improvements and pedestrian access improvements at the existing signalized intersection of Tamenend Avenue and SR 202 will reduce emissions by shortening diverted trips, by reducing delay for vehicles waiting to turn at the unsignalized driveway and by reducing congestion created by the one- way street. The pedestrian push buttons and crosswalks will increase opportunities for walking and bicycling trips to the train station from the nearby residential area and from SR 202. Funding will also provide the construction of an eight to ten feet (8-10') shared-use path for bicyclists and pedestrians between the Tamenend Avenue/SR 202 intersection and the New Britain SEPTA station, including modifications of the railroad crossing surface and equipment to safely accommodate the shared-use path crossing.

October 25, 2012 - This project received a 2011-2012 DVRPC competitive CMAQ award in the amount of \$169,600.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$150,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAP	150												
CON	CAQ	180												
		330	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			330	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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 (2012 ARLE funds) award: \$90,000. Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	90												
		90	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			90	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 98221 *Stock's Grove Road over Beaver Creek (CB# 333)*

No Let Date

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Nockamixon Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	183													
FD	LOC													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Buck Rd from 1,200' south of intersection w/Old Bristol Rd to 1,500' north of intersection w/Holland

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: L. Guarini

CMP: Minor SOV Capacity

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

This project will be broken out into two phases when appropriate. Phase I is the replacement/rehabilitation of the structurally deficient Buck Road Bridge over Mill Creek with a wider structure to accommodate turning lanes and will also include improvements to the Buck Road/Old Bristol Road Intersection. Phase II will consist of improvements including the realignment of the Buck Road/Holland Road intersection and the addition of turning lanes, along with access management and the addition of sidewalks throughout corridor.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	600											
PE	581							1,267					
FD	581			338									
FD	581									672			
ROW	581				232								
ROW	581										415		
UTL	581				174								
UTL	581										415		
CON	STU						5,411						
CON	581											9,980	
		600	0	338	406	0	5,411	1,267	0	672	830	9,980	0
		Total FY2017-2020			1,344	Total FY2021-2024			6,678	Total FY2025-2028			11,482

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102830 *Neshaminy Greenway Trail (Bristol to Upper State) (TAU)*

New

LIMITS Lenape Lane to Upper State

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

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

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Construction of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road will occur. The trail will be an ADA compliant shared use path, and will complete a missing link in the NGT, providing a connection to the 202 bypass. This project will close a critical gap in Buck's Counties primary trail and greenway plan. It will improve access to the Chalfont and New Britain SEPTA Train Stations, create a safe route to the Unami Middle School and Delaware Valley University for students and employees, improve access to natural areas along the Neshaminy Creek, create non-motorized transportation options and promote bicycle/pedestrian connections to the 9 mile long 202 Parkway Trail and create a safer off-road bike/pedestrian facility in the area. With this trail connection complete, over 30 miles of safe trail will be accessed, through two counties and eight municipalities.

This project is consistent with the Bucks County Park and Open Space and Greenways Plan (2011), the Tri-Municipal Trails Plan, the Doylestown Bike and Hike Plan/Map, and connects to the Bicycle PA Route S on the statewide bicycle touring system.

Project was awarded \$1,225,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAU													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102831 **Solebury Route 202 Gateway Trail (TAP)**

LIMITS Route 32 (River Road)/Lower York Road (Rt 202 Spur) to Route 32/Chapel Road(CanalPk&MagillsHillPk)

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Solebury Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

This project will provide for the construction of 1.68 miles of the Route 32 trail segment of the Bucks County Cross-County 202 Trail, which will provide a critical missing trail segment of the Route 202 corridor between the existing D&L National Trail (in Solebury Twp.) and the existing Route 202 Parkway trail (in Doylestown). It will complete the Route 32 segment of the Bucks Cross County 202 Trail. Construction will further include the following:

- Retire one northbound lane of Route 32 (from 202 Connector Road to Canal Park entrance)
- Construct a new off-road multi-use trail segment and vegetated bioswale between trail and roadway
- Construct new pedestrian crossing on Route 32 (linking Canal and Magill's Hill Parks / parking areas)
- Construct a new off-road multi-use trail segment from the Route 32 crosswalk to Magill's Hill parking
- Install interpretive, informational, D&L Corridor branding, and universal access location signage.

\$980,859 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 104298 **Lower State Road to 202 Parkway Connector Trail**

LIMITS Central Bucks West High School to 202 Parkway Trail

Est Let Date: 11/24/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

A bike and hiking trail (10' wide off-road shared use path) along Lower State Road from Central Bucks West High School to 202 Parkway Trail connecting Central Bucks Family YMCA, Central Park, Delaware Valley College will be constructed. Lower State Road is also BicyclePA Bike Route S. This will complete a gap in the trail network between Doylestown Central Business/Cultural District and SR 202 Parkway Trail.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$792,634 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	793				0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		793				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104302 **Route 13 Streetscape - Croydon Section Phase 2**

LIMITS From bridge over the Neshaminy Creek to a point west of Walnut Ave. within BID

Est Let Date: 8/25/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Township

FC:

AQ Code:X12

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project will involve streetscape improvements on Route 13 (Bristol Pike) from the bridge over the Neshaminy Creek to a point west of Walnut Ave. within the downtown Croydon business district. Trash receptacles and benches (and any other street furniture) are ineligible unless associated with a transit stop. Bike racks are eligible.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

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

MPMS# 104365 **New Falls Road**

LIMITS New Falls Rd (SR 2006)

Est Let Date: 4/20/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S7

PLAN CENTER:

IPD: 3

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

The proposed scope of work includes installation of sidewalk, pedestrian countdown timers, modification to left turn phasing, and other signal improvements.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	630											
CON	sHSIP		1,170										
		630	1,170	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		1,800			0				0				

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105641 *Bristol-Oxford Valley Road, Bath Road and Lakeland* **New**

LIMITS Bristol-Oxford Valley Rd (SR 2029), Bath Rd (SR 2049) and Lakeland Rd intersection No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bristol Township **FC:** AQ Code:NRS

PLAN CENTER: IPD: 6

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project consist of modernization of the exiting traffic signal equipment by replacing all of the existing traffic signal equipment, which includes but is not limited to; traffic signal foundations, supports and mast arms, conduit, wiring, signal heads, controller assembly, vehicular video and dilemma zone detection, signage and pavement markings. Additionally, the installation of the uninterruptable power supply (battery back-up system) and the emergency back-up generator plug is also proposed, along with optimization of the traffic signal timing and phasing. Install new ADA compliant ramps, pedestrian push buttons and dedicated hand/man pedestrian signal, with countdown timers.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
CON	A-073	135											
CON	LOC	134											
		289	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		289				0				0			

MPMS# 105642 *Oxford Valley Road/Levittown Parkway and New Falls* **New**

LIMITS Oxford Valley Rd/Levittown Parkway (SR 2051) and New Falls Rd (SR 2006) intersection No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bristol Township **FC:** AQ Code:NRS

PLAN CENTER: IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project consist of modernization of the exiting traffic signal equipment by replacing all of the existing traffic signal equipment, which includes but is not limited to; traffic signal foundations, supports and mast arms, conduit, wiring, signal heads, controller assembly, vehicular video and dilemma zone detection, signage and pavement markings. Additionally, the installation of the uninterruptable power supply (battery back-up system) and the emergency back-up generator plug is also proposed, along with optimization of the traffic signal timing and phasing. Upgrade the existing ADA ramps with new compliant ramps, pedestrian push buttons and dedicated hand/man pedestrian signal, with countdown timers.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	12											
PE	LOC	12											
CON	A-073	162											
CON	LOC	162											
		348	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		348				0				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105643 *Mill Creek Parkway and Levittown Parkway*

New

LIMITS Intersection of Mill Creek Parkway (G454) and Levittown Parkway (SR 2051)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Falls Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Falls Township is planning to upgrade and modernize the existing traffic signal located at the intersection of Mill Creek Parkway and Levittown Parkway. The Township has already completed all design work and PennDOT approved the new traffic signal permit plan on 9/17/2013. In general, the work will include a complete replacement and upgrade of the current traffic signal. New poles and mast arms will be installed to allow location of signal heads according to current standards. A new controller will be installed and will be programmed with updated timing. The new traffic signal will provide video detection in place of the current loop detectors. An emergency pre-emption system will be installed. Finally, the project will include new ADA curb ramps at each corner of the intersection, complete with pedestrian pushbuttons and signal heads.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	155												
CON	LOC	155												
		310	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			310	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105645 *Lincoln Highway Traffic Adaptive System*

New

LIMITS The Lincoln Highway Corridor in Middletown Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

IPD: 3

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	8												
FD	LOC	7												
CON	A-073	283												
CON	LOC	283												
		581	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			581	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105646 *Holland Road and Middle Holland Road\Upper Holland* **New**

LIMITS Holland Rd (S.R. 2067) and Upper Holland Rd\Middle Holland Rd No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Northampton Township **FC:** AQ Code:NRS

PLAN CENTER: IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project proposes to replace the existing inductance loops with video detection and replace the existing pedestrian signals with countdown pedestrian signals. The existing inductance loops require constant replacement due to vehicular traffic. Also the pedestrian signals are near the end of their life cycle.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	21											
CON	LOC	21											
		42	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		42				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

MPMS# 105647 *Traffic Signal Management and Maintenance - (Penndel Borough)* **New**

LIMITS Lincoln Highway, located partially in the Borough. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Penndel Borough **FC:** AQ Code:S6

PLAN CENTER: IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Implementation of needed repairs and maintenance at three intersections on West Lincoln Highway in Penndel, PA (a critical corridor) in an effort to enhance the safety of pedestrians and vehicular traffic through the borough. Traffic patterns, both vehicular and pedestrian, have been trending upwards along West Lincoln Highway in Penndel. The most obvious factors attributing to this include the frequency of passenger and commercial freight trains traveling through the Langhorne Train Station, higher population levels and increased commercial development in Lower Bucks County. The borough experiences extensive foot traffic culminating in the area where Bellevue and Durham intersect Lincoln Highway and continues north on both roads towards the Langhorne Train Station and Cairn University. Penndel Borough would like to address this through a multi-phase project which includes proper management and maintenance of these intersections as a first step followed by modernization, controller and pavement marking upgrades.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	A-073	13											
ROW	LOC	12											
		25	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		25				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 105648 **Route 309 Signal Retiming**

New

LIMITS S. West End Boulevard (SR 0309) at the intersections with W. Pumping Station Road and Tollgate Road.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Richland Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Grant money will be used to re-time the traffic signals along S. West End Boulevard (SR 0309) at W. Pumping Station Road and Tollgate Road to include protected left-turn phasing for both approaches of W. Pumping Station Road and Tollgate Road. The township has indicated that there is a safety concern at these intersections. Due to the high through volumes, left-turning motorists traveling east/west along both W. Pumping Station Road and Tollgate Road try to beat the light by moving prior to the green phase for their approaches. These motorists conflict with vehicles traveling north/south along SR 0309 that may be running through the intersection during the yellow and/or red phase of the signal.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	13											
FD	LOC	13											
CON	A-073	25											
CON	LOC	25											
		76	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		76				0				0			

MPMS# 106989 **SR001 @ SR 0032 Interchange**

New

LIMITS US 1 and PA 32 Interchange

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Falls Township

FC:

AQ Code:S6

PLAN CENTER: Town Center

IPD: 4

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Installation of high friction surface, rumbles, RPMs, signs, and lane reconfiguration.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	sHSIP	200											
CON	sHSIP	2,750											
		2,950	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		2,950				0				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 107458 *Perkasie Borough - 2015 ARLE (ARLE 6)*

New

LIMITS Fifth Street (S.R. 4039) and Blooming Glen Road (SEG

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Perkasie Borough

FC:

AQ Code:S6

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project would include the installation of a new traffic signal mastarm and relocation of an existing utility, the installation of new concrete curb, the installation of two new ADA compliant curb ramps along the new radius, the upgrade of the existing pedestrian crossings throughout the intersection to continental crosswalks, the relocation of an existing inlet to the tangent section of Fifth Street and the installation of overhead lane use control along Blooming Glen Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	109												
		109	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			109	Total FY2021-2024				0	Total FY2025-2028			0

Total For Bucks	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$135,940	\$74,276	\$61,217	\$59,555	\$330,988	\$306,327	\$38,878

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 7/20/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU		4,371											
CON	183		820											
CON	LOC		273											
		0	5,464	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			5,464	Total FY2021-2024				0	Total FY2025-2028			0

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

LIMITS Over Culbertson Run

Est Let Date: 3/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	246												
FD	581		475											
ROW	581			141										
UTL	581			70										
CON	STP				2,898									
CON	TOLL													
		246	475	211	2,898	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,830	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Brandywine Creek

Est Let Date: 9/29/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Birmingham Township; Pocopson Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	TOLL													
ROW	STP	100												
UTL	581	1,000												
CON	185	568												
CON	581	13,034												
CON	581		2,318											
CON	185		1,054											
		14,702	3,372	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		18,074		Total FY2021-2024				0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township; New London Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	HCB		40											
ROW	179		2											
ROW	183		7											
UTL	HCB		24											
UTL	179		1											
UTL	183		4											
CON	HCB			1,288										
CON	STP			112										
CON	STU			100										
CON	BOF			100										
CON	183			338										
CON	179			113										
		0	78	2,051	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,129	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	BOF*	145												
ROW	BOF*	65												
UTL	BOF*	591												
CON	BOF	2,333												
CON	185	437												
CON	LOC	145												
CON	BOF		2,333											
CON	185		437											
CON	LOC		145											
		3,716	2,915	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6,631	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Kennett Square Bypass to Greenwood Road

Est Let Date: 7/28/2016

IMPROVEMENT Roadway New Capacity

MRPID:44

MUNICIPALITIES: East Marlborough Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

Improvements include construction to provide a consistent three (3) travel lane curbed section in each direction by roadway widening, replacing shoulders with full depth pavement, and revising pavement markings; upgrade five (5) existing signalized intersections with new equipment where needed and timing changes to accommodate the three (3) lane pattern; install an adaptive signal system and connect it to the Township Building; place overhead directional and regulatory signs and two DMS signs. Coordinate improvements with development HOPs; place concrete barrier near two buildings; modify existing drainage system with additional inlets and pipes; maintain traffic (at least two travel lanes) during construction; place islands at Orchard Avenue to prohibit left turn movements from side street. The project will complete an existing sidewalk on the southbound side from Schoolhouse Lane to the Shoppes at Longwood Village Shopping Center.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	1,018											
UTL	TOLL												
UTL	NHPP		1,093										
CON	TOLL												
CON	NHPP			185									
CON	TOLL												
CON	NHPP				2,205								
CON	STU				4,362								
		1,018	1,093	185	6,567	0	0	0	0	0	0	0	0
		Total FY2017-2020		8,863		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS PA 472 - PA 896

No Let Date

IMPROVEMENT Roadway Rehabilitation

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

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

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 5

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP			3,602									
FD	581			900									
ROW	STP					1,910							
ROW	581					478							
UTL	STP						492						
UTL	581						123						
CON	STP								8,556				
CON	581								2,139				
CON	STP									13,917			
CON	185									3,479			
CON	STP										19,276		
CON	581										4,819		
		0	0	4,502	0	2,388	615	0	10,695	17,396	24,095	0	0
		Total FY2017-2020		4,502		Total FY2021-2024		13,698		Total FY2025-2028		41,491	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS PA 896 to PA 41

Est Let Date: 3/3/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town FC: 6; 12; 14; 16; 17; 19

AQ Code:S10

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	3,395											
FD	581	849											
ROW	STU				1,855								
ROW	581				464								
UTL	STU				464								
UTL	581				116								
CON	SPK-NHPP					24,000							
CON	581					6,000							
CON	STU							11,806					
CON	581							2,951					
CON	STU								11,418				
CON	581								2,854				
		4,244	0	0	2,899	0	30,000	14,757	14,272	0	0	0	0
		Total FY2017-2020			7,143	Total FY2021-2024			59,029	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS East of Schuylkill River to East of Hanover Street

Est Let Date: 4/4/2019

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP		5,289										
FD	581		1,322										
ROW	NHPP			630									
ROW	581			158									
UTL	NHPP			450									
UTL	581			113									
CON	STU				5,436								
CON	SPK-NHPP				21,000								
CON	581				6,609								
CON	SPK-NHPP					20,000							
CON	581					5,000							
CON	STU						4,872						
CON	SPK-NHPP						15,000						
CON	581						4,968						
		0	6,611	1,351	33,045	25,000	24,840	0	0	0	0	0	0
		Total FY2017-2020		41,007		Total FY2021-2024		49,840		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7D

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	3,478											
ROW	STP		6,210										
ROW	581		1,552										
UTL	STP			3,025									
UTL	581			756									
CON	STU				5,906								
CON	581				1,476								
CON	STU					5,906							
CON	581					1,476							
CON	STU						5,906						
CON	581						1,476						
		3,478	7,762	3,781	7,382	7,382	7,382	0	0	0	0	0	0
		Total FY2017-2020		22,403		Total FY2021-2024		14,764		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Main Street to Taylor Alley

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:41

MUNICIPALITIES: Phoenixville Borough

FC:

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: TSS/H. Freed

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	TOLL													
FD	SXF	325												
UTL	TOLL													
UTL	SXF		25											
CON	TOLL													
CON	SXF			2,817										
CON	TOLL													
CON	STU				3,160									
		325	25	2,817	3,160	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6,327	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 57664 Newark Road Intersection Improvements SR:3033

LIMITS At Hillendale Road

Est Let Date: 7/13/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC: 17

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU		2,643											
		0	2,643	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,643	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Coventry Township; East Pikeland Township; East Vincent Town **FC:**

AQ Code:A2

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	CAQ		3,179											
CON	CAQ			5,179										
		0	3,179	5,179	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			8,358	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

Est Let Date: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 9B

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
ROW	LOC		271													
UTL	LOC		68													
CON	TOLL															
CON	CAQ			861												
CON	LOC			284												
		0	339	1,145	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			1,484				Total FY2021-2024				0			
									Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Keim Street to PA 724 Interchange

Est Let Date: 10/8/2020

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP				2,782								
FD	581				696								
ROW	185					657							
UTL	NHPP						541						
UTL	581						135						
CON	NHPP						9,740						
CON	185						804						
CON	581						1,631						
CON	NHPP							9,740					
CON	185							804					
CON	581							1,631					
CON	NHPP								9,740				
CON	185								804				
CON	581								1,631				
CON	NHPP									9,740			
CON	581									1,631			
CON	185									804			
		0	0	0	3,478	657	12,851	12,175	12,175	12,175	0	0	0
		Total FY2017-2020			3,478	Total FY2021-2024			37,858	Total FY2025-2028			12,175

DVRPC FY 2017-2020 TIP for PA

Final 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: 6/22/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

FC: 17

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 0

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU		2,319											
CON	185		580											
		0	2,899	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,899	Total FY2021-2024				0	Total FY2025-2028			0

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

LIMITS Hanover Street to Font Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: East Nantmeal Township; North Coventry Township; South Coventry

FC: 2; 14

AQ Code:S6

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 16A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

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 & Upper Uwchlan Twps. Corridor Safety Improvements. 9.36 (miles). Companion with MPMS #80044.

FD (\$450,000 estimate), ROW (\$450,000 estimate), and CON (\$6,500,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	HSIP													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Chester County

Est Let Date: 4/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Wallace Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	371											
FD	185		382										
ROW	185			84									
UTL	185			56									
CON	STP				1,623								
CON	185				406								
		371	382	140	2,029	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,922		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS US 30, from PA10 to Reeceville Rd.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MRPID:48

MUNICIPALITIES: Coatesville City; Downingtown Borough

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

AQ Code:2035M

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

This project provides for the final design, right-of-way, utility and construction phases of the Coatesville-Downingtown Bypass Reconstruction - western section - by reconstructing and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on and off ramps (to provide storage length for traffic signals and/or ramp metering); reconstructing arterial overpasses; and providing minor improvements to parallel arterial routes (to be determined). This project also includes upgrading the Airport Road interchange to a full interchange.

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

Project CMP (Congestion Management Process) commitments include expansion of Intelligent Transportation Systems (ITS) equipment throughout the corridor, signal improvements on parallel arterials, numerous improvements to rail transit stations and services in consultation with SEPTA and Amtrak, improved access to rail stations, sidewalks and other improvements for pedestrians and bicyclists on parallel arterials, investigation of park-and-ride locations, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP		10,318										
FD	581		2,579										
FD	NHPP			2,000									
FD	581			500									
ROW	581			2,509									
UTL	NHPP			594									
UTL	581			149									
CON	NHPP					23,000							
CON	STP					6,400							
CON	STU					3,600							
CON	581					8,250							
CON	STU						11,407						
CON	NHPP						4,339						
CON	SPK-NHPP						10,000						
CON	581						6,436						
CON	SPK-NHPP							50,000					
CON	581							12,500					
CON	SPK-NHPP								40,000				
CON	581								10,000				
CON	STU									56,054			
CON	NHPP									25,600			
CON	581									20,413			
CON	STU										25,600		
CON	581										6,400		
		0	12,897	5,752	0	41,250	32,182	62,500	50,000	102,067	32,000	0	0
		Total FY2017-2020		18,649		Total FY2021-2024		185,932		Total FY2025-2028		134,067	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS PA 896, Elbow Lane to Shepherd Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:S6

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

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. Estimated total project cost is \$13,218,000.

FD (\$1,200,000 estimate), ROW (\$1,000,000 estimate), UTL (\$250,000 estimate), and CON (\$8,200,000 estimate) will be drawn from MPMS #57927 at the appropriate time. FY10 - Regional Safety Program.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
FD	TOLL															
FD	HSIP															
ROW	HSIP															
ROW	TOLL															
CON	HSIP															
CON	TOLL															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020				0	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	339											
FD	183	64											
FD	LOC	21											
ROW	STP		44										
ROW	183		8										
ROW	LOC		2										
UTL	STP			45									
UTL	183			8									
UTL	LOC			2									
CON	STP					1,181							
CON	183					221							
CON	LOC					74							
		424	54	55	0	0	1,476	0	0	0	0	0	0
		Total FY2017-2020			533	Total FY2021-2024			1,476	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Muddy Run

Est Let Date: 9/13/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing the bridge on 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	STP	306													
FD	183	57													
FD	LOC	19													
ROW	STU		49												
ROW	183		10												
ROW	LOC		2												
UTL	STU			51											
UTL	183			10											
UTL	LOC			3											
CON	STP					2,150									
CON	183					403									
CON	LOC					134									
		382	61	64	0	2,687	0	0	0	0	0	0	0		
		Total FY2017-2020			507	Total FY2021-2024				2,687	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

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

No Let Date

IMPROVEMENT Roadway Rehabilitation

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17;
19

AQ Code:2040M

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

This project provides for the final design, right-of-way, utility and construction phases of the Coatesville-Downingtown Bypass Reconstruction - eastern section - by reconstructing and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on and off ramps (to provide storage length for traffic signals and/or ramp metering); and reconstructing arterial overpasses.

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

Project CMP (Congestion Management Process) commitments include expansion of Intelligent Transportation Systems (ITS) equipment throughout the corridor, signal improvements on parallel arterials, numerous improvements to rail transit stations and services in consultation with SEPTA and Amtrak, improved access to rail stations, sidewalks and other improvements for pedestrians and bicyclists on parallel arterials, investigation of park-and-ride locations, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	STP			158									
FD	NHPP			6,000									
FD	NHPP				7,842								
FD	TOLL												
FD	STU					6,520							
FD	TOLL												
ROW	581					3,810							
UTL	NHPP					752							
UTL	581					187							
CON	NHPP						4,800						
CON	581						1,200						
CON	NHPP							9,978					
CON	581							2,494					
CON	NHPP								17,978				
CON	581								4,494				
CON	NHPP									35,027			
CON	STP									8,758			
CON	581									10,946			
CON	STU										35,531		
CON	NHPP										38,266		
CON	581										18,494		
CON	STU											53,940	
CON	NHPP											44,924	
CON	STP											28,248	
CON	581											31,778	
CON	NHPP												92,411
CON	581												23,102

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

0	0	6,158	7,842	11,269	6,000	12,472	22,472	54,731	92,291	158,890	115,513
Total FY2017-2020		14,000		Total FY2021-2024		52,213		Total FY2025-2028		421,425	

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

LIMITS East Caln Township, West of Quarry Rd intersection

Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Caln Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	185	424												
ROW	185		219											
UTL	185			634										
CON	185					4,776								
		424	219	634	0	4,776	0	0	0	0	0	0	0	
		Total FY2017-2020			1,277	Total FY2021-2024				4,776	Total FY2025-2028			0

MPMS# 92146 *State Road o/ Elk Creek*

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

Est Let Date: 8/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This is a bridge replacement and associated roadway approach reconstruction, plus guiderail and drainage improvements.

Design is being done under MPMS# 88706.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU	214												
FD	185	54												
ROW	185		56											
UTL	STU			46										
UTL	185			12										
CON	STU				1,442									
CON	185				360									
		268	56	58	1,802	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,184	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 92733 **Downingtown Pk over/E Branch Brandywine (Bridge)**

LIMITS East Bradford Township, west of Sugar Bridge Road

Est Let Date: 2/17/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	185	328												
UTL	185		219											
CON	TOLL				6,260									
CON	NHPP													
		328	219	0	6,260	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6,807	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 95430 **US 202 at SR 926 Intersection Improvement**

LIMITS

Est Let Date: 7/12/2018

IMPROVEMENT Intersection/Interchange Improvements

MRPID:39

MUNICIPALITIES: Various

FC: 14; 16

AQ Code:R1

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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 include physical upgrades such as crosswalks, ADA ramps, pedestrian landings, as well signal equipment upgrades for pedestrian push buttons, countdown signal heads, and lighting.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP			573										
FD	581			143										
ROW	STP				49									
ROW	581				12									
UTL	STP				98									
UTL	581				25									
CON	STP					1,910								
CON	581					478								
		0	0	716	184	2,388	0	0	0	0	0	0	0	
		Total FY2017-2020			900	Total FY2021-2024				2,388	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

ARLE

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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 (2012 ARLE funds) award: \$10,225. Round 3 of ARLE awarded approximately a total of \$4.7 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	10												
		10	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			10	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98096 PA 41 & Newark Rd Improvements

LIMITS PA 41 and Newark Road Intersection

Est Let Date: 10/20/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

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 \$1,307,328.90 – 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF	1,358												
CON	581	339												
		1,697	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,697	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 98223 Creek Road over Pickering Creek

LIMITS Thompson Davis Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	183													
CON	LOC													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98224 *Spring City Road over Stony Run*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

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

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 16A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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 (2013 ARLE funds) award: \$51,000. Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	51											
		51	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		51				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102708 PA 41 at PA 841 Improvements

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP: Y

Construction of a roundabout is anticipated at this location. The project will provide a safe and efficient means of accommodating the regional movement of people, goods and services and to provide for local access connections to support the existing community and businesses in the village of Chatham. Currently, the intersection of PA 41 & PA 841 has a confusing layout, traffic is forecasted to operate in LOS E on the PA 841 approaches to the intersection in the design year (2035), and there are limited pedestrian accommodations.

Pursuant to the completion of a needs assessment in 2014, an alternatives analysis, identified ten alternative concepts. Five of these alternatives were selected for additional evaluation. A preferred alternative for this intersection will be determined, which may take several years due to the complexity of the engineering solutions and environmental features and impacts. An improvement study of Chatham village recommended a gateway treatment on PA 41 that would support many of the short-listed alternatives. This gateway project is a companion project, MPMS #105755.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP		175										
FD	581		44										
ROW	NHPP				232								
ROW	581				58								
UTL	NHPP				46								
UTL	581				12								
CON	581					3,690							
		0	219	0	348	0	3,690	0	0	0	0	0	0
		Total FY2017-2020			567	Total FY2021-2024			3,690	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102709 PA 41 & SR 926 Improvements

New-B

LIMITS Intersection of PA 41 and SR 926

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Londonderry Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

Construction of a roundabout is anticipated at this location. Improvements will provide an opportunity for all users to make safe movements at the four-way PA 41/PA 926 intersection that is currently skewed at approximately 23 degrees, as well as accommodate future traffic demands. Presently, traffic control consists of stop signs on the minor street (PA 926) approaches, with no posted turn restrictions. The approaches of PA 41 consists of one left turn lane and one shared through/right turn lane, while the approaches of PA 926 consists of a single shared left turn/through/right turn lane. After the completion of a needs assessment in 2014, an alternatives analysis identified four alternatives; three of these alternatives (including two alternatives that contain a roundabout) were selected for further evaluation.

PE activities are being completed under MPMS# 14484.

Other PA 41 intersection projects:

PA 41 & Newark Rd - MPMS# 98096

PA 41 & SR 841 - MPMS# 102708

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	149											
FD	581	37											
ROW	STU			135									
ROW	581			34									
UTL	STU			45									
UTL	581			11									
CON	STU				1,391								
CON	581				348								
		186	0	225	1,739	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,150		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102832 Kennett and New Garden Townships Sidewalk Project (TAP)

LIMITS Scarlett Rd. to McFarlane Rd.

Est Let Date: 12/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Kennett Township; New Garden Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project will provide for the installation of sidewalks along the identified roadways, so pedestrians can access schools, health centers, social services, recreation centers, businesses, stores and restaurants in a safe manner. The main reason for this project is to provide safe pedestrian pathways for residents of the community to walk to and from their houses and businesses. The proposed limits of the 5' wide sidewalks are along 1) W. Baltimore Pike at Mill Road west to the Penns Manor Subdivision (Penns Manor Drive); 2) along West Cypress Street at S. Mill Road west to Scarlet Road; 3) Along Rosedale Road from McFarlan Road west to Kennett HS Athletic Fields; and 4) along McFarlan Road from Rosedale Road to Granite Ridge subdivision.

\$850,000 Regional TAP funds were approved during 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102833 *Village of Eagle Trail Connections (TAP)*

LIMITS Pottstown Pike in Upper Uwchlan Twp

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Uwchlan Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/DVRPC/T. Kao

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project will provide for new multi-use trail and sidepath connections along the frontage of the Upland Farms property along Route 100 and Little Conestoga Road (SR 4016) as part of the Upland Farms and Park Road Trail Connections.

The multi-use trail connections that will be developed are part of Upland Farms Park Connection (the north-south spine of the Township's trail and sidewalk network and a critical connection to the Village of Eagle) and are as follows: an 8-foot wide asphalt multi-use trail on the west side of Pottstown Pike (SR 0100) between Upland Farm Park Driveway (near the northern intersection of Pottstown Pike and Graphite Mine Road) and Darrell Drive (Approximately 325 feet in length); and a 6-foot wide asphalt sidepath on the west side of Pottstown Pike (SR 0100) between Darrell Drive and the northern terminus of the existing sidepath at the Reserve at Waynebrook Development (Approximately 200 feet in length).

The new sidepaths that will link with existing sidepaths (for bicyclists only) are part of the Park Road Trail Connection (the east-west spine of the Township's bicycle and pedestrian network) and are as follows: a 6-foot wide asphalt sidepath on the west side of Pottstown Pike (SR 0100) between the southern terminus of the existing sidepath at Reserve at Waynebrook Development and Park Road (T523) (Approximately 750 feet in length); and a 6-foot wide asphalt sidepath on the north side of Little Conestoga Road (SR 4016) between Park Road (T523) and the eastern terminus of the existing sidepath in front of Marsh Creek Signs (Approximately 475 feet in length).

\$560,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
Total FY2017-2020		0				Total FY2021-2024				0			

MPMS# 103210 *Hillendale Road Grade Crossing*

LIMITS Between Fairville Road and Virginia Plaza

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning device at the Hillendale Road grade crossing which is located between Fraiwillve Road and Virginia Plaza in Pennsbury Township, Chester County and serves the Octoraro Branch of the East Penn Railroad. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX*		91										
CON	RRX			76									
CON	RRX*			24									
Total FY2017-2020		0	91	100	0	Total FY2021-2024				0			
Total FY2017-2020		191				Total FY2021-2024				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103212 *Fairville Road Grade Crossing*

LIMITS Between US 1 and Sunny Ridge Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Fairville Road grade crossing which is located between US 1 and Sunny Ridge Lane in Pennsbury Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX*	212											
		212	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		212			0				0				

MPMS# 103213 *Bayard Road Grade Crossing*

LIMITS Between Hillendale Road and Rosedale Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Bayard Road grade crossing which is located between Hillendale Road and Rosedale Road in Kennett Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	225											
		0	225	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		225			0				0				

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 103214 *Hickory Hill Grade Crossing*

LIMITS Hillendale Road and PA 52

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Hickory Hill grade crossing which is located between Hillendale Road and PA 52 in Kennett Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	219											
		219	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		219		Total FY2021-2024		0		Total FY2025-2028		0	

MPMS# 103215 *Chambers Road Grade Crossing*

LIMITS Between Hillendale Road and Baltimore Pike

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 2

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Chambers Road grade crossing which is located between Hillendale Road and Baltimore Pike in New Garden Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	209											
		0	209	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		209		Total FY2021-2024		0		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 104303 *East Central Avenue Multi-Use Trail*

LIMITS Bear Hill Road (SR 0252) and 580-feet east of North Valley Road (SR 1005)

Est Let Date: 11/24/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: EE/DVRPC/M. Lis

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

A 10-foot wide, asphalt multi-use trail on the southside of East Central Avenue (T411) between Bear Hill Road (SR 0252) and 580-feet east of North Valley Road (SR 1005) will be constructed to connect the Valley Hills residential neighborhood and nearby apartment complexes with the Paoli Train Station and Paoli business district. Included are 5 stamped asphalt-raised crosswalks crossign East Central Avenue at intersecting roadways and the associated 15 ADA compliant curb ramps. A vegetated swale and stone infiltration bed will provide stormwater management for the trail and East Central Avenue cartway.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,097,360 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	TAP	1,097													
		1,097	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		1,097			Total FY2021-2024				0				Total FY2025-2028		0

MPMS# 105649 *West Chester Pike Signal Project*

New

LIMITS Intersection with E. Strasburg Rd east to its intersection with S. Chester Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Goshen Township; Westtown Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will involve the installation of adaptive signal control technology (ASCT) at 10 intersections located on or adjacent to West Chester Pike (SR 0003) in East Goshen, West Goshen and Westtown Townships. West Chester Pike (SR 0003) is a major arterial that runs through Chester and Delaware County in an east/west direction. In the project area, West Chester Pike connects eastern Chester County and parts of Delaware County with US Route 202, which is one of the major expressways in Chester County. There are 11 traffic signals located on the three mile segment of West Chester Pike that comprises the project area. With an AADT count approaching 30,000 vehicles, traffic back-ups are routine during both the morning and evening rush hours. In addition to the normal motorist, these backups also cause delays with SEPTA's Route 104 bus line which utilizes West Chester Pike. The Route 104 has SEPTA's 7th highest ridership of all of their suburban bus lines. At the eastern end of the project area, North and South Chester Roads (SR 0352) intersect with West Chester Pike at separate intersections. The resultant dog leg movement that motorists using SR 0352 must make and an AADT of ~15,000 routinely results in backups on SR 0352 and West Chester Pike at these intersections.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	36													
FD	LOC	36													
CON	A-073	478													
CON	LOC	478													
		1,028	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		1,028			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105650 **Route 113 Corridor Traffic Signal Upgrades**

New

LIMITS Three traffic signals located along Route 113

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Upgrade of three traffic signals along the critical corridor of Route 113 in East Pikeland Township, including signals numbered: 152121836, 152122778, 152122237. Upgrades include replacement of incandescent bulbs with LED modules; installation of battery back-up unit in a new case; installation of video detection camera at intersection with frequent loop failures; upgrade of emergency vehicle preemption at fire company flashing signal location.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	9												
CON	LOC	9												
		18	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			18	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105651 **Schuylkill Road and New Street**

New

LIMITS The intersection of Schuylkill Rd (SR 0724) and New St (SR 1043)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Vincent Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

East Vincent Township is looking to add left-turn lanes to the south-bound lane of Schuylkill Road (S.R. 0724), turning onto New Street, and a dedicated left turn lane from New Street (S.R. 1043; to turn into the south-bound lane of Schuylkill Road). The major problems existing at this site are the lack of dedicated turn lanes. A driver making a left turn in any direction must wait in the only existing lane which causes a back-up of drivers who are also trying to go straight or turning right. Some drivers turning right will pass the driver at the front of the lane on the right, which poses a dangerous situation.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	17												
PE	LOC	18												
PE	A-073		7											
PE	LOC		8											
ROW	A-073		84											
ROW	LOC		85											
CON	A-073			55										
CON	LOC			56										
		35	184	111	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			330	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105652 *Traffic Signal Upgrades - (Kennett Township)*

New

LIMITS Kaolin Rd & Hillendale Rd Route 1 & Exelon Way Route 1 & McFarlan Rd Route 1 & Kendal Dr

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Kennett Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	65												
CON	LOC	65												
		130	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			130	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105653 *Uwchlan Township Video Detection Equipment*

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Uwchlan Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Furnish all necessary labor, equipment and material to install a four-way video detection system at signalized intersections. Will replace an old failing system (inductive loop sensors). In several locations roadway deterioration has led to failure of in ground loops.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	79												
CON	LOC	79												
		158	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			158	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105654 Business Route 30 Generator Hook Up

New

LIMITS Route 30 Corridor

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

To install Generator Hook Ups and Battery Back-ups at six (6) signalized intersections locations within the Business Route 30 corridor in West Whiteland Township in order to provide for maximum efficiency of traffic movement throughout this heavily-traveled regional corridor. West Whiteland Township has eleven traffic light generators that will be used to supplement the battery back-ups. The following six intersections require Generator Hook Up: Route 30 and Springdale Drive Route 30 and East Mall Entrance Route 30 and West Mall Entrance/Iron Lake Boulevard Route 30 and Whiteland Towne Center Route 30 and Campbell Boulevard Route 30 and Oaklands Boulevard/Woodledge Lane The following intersections require Battery Back-up: Route 30 and Springdale Drive Route 30 and East Mall Entrance Route 30 and West Mall Entrance/Iron Lake Boulevard Route 30 and Campbell Boulevard A project location map is attached. The posted speed limit on Business Route 30 is 45 m.p.h.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	18													
CON	LOC	18													
		36	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			36	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105655 West Whiteland Township Traffic Signal Maintenance

New

LIMITS 27 signalized intersections within Critical Corridors and Designated Corridors in West Whiteland Twp

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

To perform Preventive Maintenance, Emergency Response Maintenance, and Routine Maintenance for the twenty-seven (27) signalized intersections located within Critical Corridors and Designated Corridors in West Whiteland Township in order to preserve traffic signal infrastructure necessary for the safe and efficient utilization of roadways within the Township. West Whiteland Township is the center of the regional commercial area, as well as, a major employment area of Chester County. Within the borders of West Whiteland Township, are the major regional traffic routes of Route 100 and Business Route 30. Over all, West Whiteland Township has thirty-six signalized intersections - twenty-two are within critical corridors, five are within designated corridors, and nine are on local roads. In addition to these signalized intersections, there are two flasher locations (King Road, east of Ship Road and Route 100 Northbound, south of the Exton By-Pass) and two school signal locations (Mary C. Howse Elementary School, Boot Road and Ss. Phillip and James School, Business Route 30). In order to support the efficient operation and maintenance of traffic signals, a Traffic Signal Maintenance Program that includes annual preventive maintenance, emergency repair, and routine maintenance has been established.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	22													
CON	LOC	22													
		44	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			44	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 105755 PA 41/Chatham Village Gateway

New-B

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S7

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP: Y

Traffic calming gateways along SR 41 on the north & south intersection approaches to SR 841 (London Grove Road) will be constructed.

The purpose of this project is to provide a safe and efficient means of accommodating the regional movement of people, goods and services and to provide for local access connections to support the existing community and businesses in the village of Chatham. An alternatives analysis, completed in August 2015, identified ten alternative concepts. Five of these alternatives were selected for additional evaluation. The improvement study of Chatham village recommended a gateway treatment on PA 41 that would support many of the short-listed alternatives. This gateway project is a companion project to the PA 41/PA841 intersection project, MPMS #102708.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	NHPP	42												
ROW	581	11												
UTL	NHPP	42												
UTL	581	11												
CON	NHPP		656											
CON	581		164											
		106	820	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		926			Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 106265 US30 ITS

New-B

LIMITS US 30 Corridor

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln T FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Advanced Intelligent Transportation Systems (ITS) assets will be provided for the US 30 corridor including US 30 Bypass and Business as well as surrounding arterial roads (PA 113, US 322, PA 340, Reeceville Rd, PA 82, Airport Rd, PA 10). Advanced ITS will include CCTV cameras, dynamic message signs, EZ Pass tag readers, RTMS incident detectors, fiber communications systems and expressway service patrol. Advanced ITS is necessary to address future operational needs in the and help with incident and event monitoring, help monitor congestion levels, support corridor management on expressway and arterials, disseminate real-time information, collect and provide travel-time information and share video images.

The US 30 corridor is a heavily traveled corridor through the center of Chester County. Sections of the US 30 Bypass Expressway see daily traffic volumes upwards of 75,000 vehicles. Surrounding arterial roads also experience high traffic volumes and peak hour congestion particularly in the event of traffic incident diversions off of the expressway.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ	339											
FD	581	85											
CON	CAQ			1,866									
CON	581			466									
CON	CAQ				5,336								
CON	581				1,366								
		424	0	2,332	6,702	0	0	0	0	0	0	0	0
		Total FY2017-2020		9,458		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107176 Paoli Pike Trail, Segment C (TAP)

New

LIMITS Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020)

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

A multi-use trail will be constructed on the north side of Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020) with enhanced crossings at the Paoli Pike and Boot Road intersection to connect office, retail, educational, residential, recreational, and government land uses along the Paoli Pike corridor.

The Paoli Pike Trail was identified in the Central Chester County Bicycle and Pedestrian Plan (2013) as Priority Project H to connect the East Goshen Township Park and Applebrook Park with neighboring municipalities and destinations. The Paoli Pike Trail also has the potential to provide future connections to the Greater Philadelphia Regional Trail Network, known as the Circuit. The Paoli Pike Trail is approximately three miles south of the Chester Valley Trail and five miles east of the East Branch Brandywine Trail, which are both part of the Circuit. Both trails are within biking distance and connections to the regional trail network will expand use of the Paoli Pike Trail for both transportation and recreation purposes.

Project was awarded \$1,000,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020					0	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107459 Schuylkill Township - 2015 ARLE (ARLE 6)

New

LIMITS Intersection of Pothouse Road (SR 1036) and Charlestown Road/West Bridge Street (SR 1019)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S6

PLAN CENTER: Town Center

IPD: 0

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves design and construction of traffic signal and safety improvements at the intersection of Pothouse Road (SR 1036) and Charlestown Road/West Bridge Street (SR 1019). The proposed improvements include eight (8) LED vehicular overhead signal heads, four (4) LED countdown signal heads, four (4) ADA curb ramps, two (2) marked crosswalks, mast arms/pedestals, signage, a controller assembly, radar and video detection, emergency preemption equipment, and a battery back-up system. The proposed project will replace outdated signal equipment, improve signal visibility, expand signal timing and vehicle detection capabilities, and add pedestrian crossing accommodations.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	188	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020					188	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107460 Willistown Township - 2015 ARLE (ARLE 6)

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Willistown Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center; Town Center

IPD: 1

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project consists of upgrading an existing signal system by installing fiber optics from Old Lincoln Highway to Plank Avenue, upgrade to new Econolite controlers and new Ethernet connections along the Lancaster Avenue (SR 0030) corridor in Willistown Township. The project will include the following intersections: Lancaster Avenue & Central Avenue, Lancaster Avenue & West Central Avenue, Lancaster Avenue & Moreland Road/King Road and Lancaster Avenue & South Cedar Hollow Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	180												
		180	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			180	Total FY2021-2024				0	Total FY2025-2028			0

Total For	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
Chester	\$35,745	\$52,491	\$37,567	\$86,335	\$212,138	\$428,351	\$609,158

DVRPC FY 2017-2020 TIP for PA

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: 6/22/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Radnor Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		3,060										
CON	581		765										
		0	3,825	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		3,825			Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 15008 *Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line*

LIMITS Over Amtrak/SEPTA Wilmington/Newark Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 4

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The existing one lane bridge is closed to traffic and will be removed. Bridge has been closed since 1997.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF	339											
PE	183	64											
PE	LOC	21											
UTL	BOF		437										
UTL	183		82										
UTL	LOC		27										
CON	BOF			675									
CON	183			126									
CON	LOC			42									
CON	BOF				675								
CON	183				126								
CON	LOC				42								
		424	546	843	843	0	0	0	0	0	0	0	0
Total FY2017-2020		2,656			Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15183 Station Road Bridge Over Chester Creek (CB #234)

LIMITS Over Chester Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge.

The Station Road bridge is a one lane, reinforced concrete T-beam bridge constructed in 1914 over Chester Creek in Thornbury Township. The width of the bridge is currently 18'-0" due to the numerous bituminous overlays which have concealed the original concrete curbing that previously provided a 16'-8" bridge width. It is currently posted for three tons. The purpose of the project is to correct the structural and safety deficiencies of the bridge to provide a safe and efficient crossing over Chester Creek. The bridge serves residents with local deliveries, school bus transportation, emergency services and access to the local post office located south of the crossing.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	BOF	328													
FD	179	82													
ROW	BOF		50												
ROW	179		12												
UTL	BOF			50											
UTL	179			12											
CON	BOF					2,197									
CON	179					549									
		410	62	62	0	2,746	0	0	0	0	0	0	0		
		Total FY2017-2020			534	Total FY2021-2024				2,746	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15225 **Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018**

LIMITS Over SEPTA and Cobbs Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	2,333												
CON	581	583												
CON	STU		2,333											
CON	581		583											
CON	STU			2,333										
CON	581			583										
CON	STU				2,333									
CON	581				583									
		2,916	2,916	2,916	2,916	0	0	0	0	0	0	0	0	
		Total FY2017-2020			11,664	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15251 *US 1 and PA 352 Interchange, Intersection, and Roadway Improvements SR:0352*

LIMITS At PA 352/Middletown Road

Est Let Date: 3/15/2020

IMPROVEMENT Intersection/Interchange Improvements

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will entail the reconstruction and reconfiguration of this cloverleaf interchange, originally built in 1939.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access. Pedestrian facilities will be included in improvements.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	4,376											
FD	581		13,128										
ROW	NHPP					5,216							
ROW	581					1,304							
ROW	NHPP						5,216						
ROW	581						1,304						
ROW	NHPP							5,216					
ROW	581							1,304					
ROW	NHPP								5,216				
ROW	581								1,304				
UTL	581					3,940							
CON	NHPP								1,619				
CON	STU								27,313				
CON	581								7,233				
CON	NHPP									8,932			
CON	581									2,233			
CON	NHPP										28,932		
CON	581										7,233		
CON	NHPP											28,932	
CON	581											7,233	
CON	NHPP												20,000
CON	581												5,000
		4,376	13,128	0	0	10,460	6,520	6,520	42,685	11,165	36,165	36,165	25,000
		Total FY2017-2020		17,504		Total FY2021-2024		66,185		Total FY2025-2028		108,495	

DVRPC FY 2017-2020 TIP for PA

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: 8/11/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Park Borough

FC: 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
CON	STU	4,469														
CON	STP	971														
CON	581	1,360														
		6,800	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2017-2020			6,800				Total FY2021-2024				0			
									Total FY2025-2028				0			

MPMS# 15368 *MANOA RD:BRG OVER CK (Bridge) SR:1002*

LIMITS OVER COBBS CREEK : HAVERFORD TOWNSHIP :

Est Let Date: 9/14/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C, 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028			
PE	185	424														
FD	185		717													
ROW	185			127												
UTL	STP			51												
UTL	185			12												
CON	STP				1,669											
CON	185				417											
		424	717	190	2,086	0	0	0	0	0	0	0	0			
		Total FY2017-2020			3,417				Total FY2021-2024				0			
									Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 12/3/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 4

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP	3,925												
CON	581	981												
CON	NHPP		3,925											
CON	581		981											
CON	NHPP			3,925										
CON	581			981										
CON	NHPP				3,925									
CON	581				981									
		4,906	4,906	4,906	4,906	0	0	0	0	0	0	0	0	
		Total FY2017-2020			19,624	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 47147 3rd Street Dam Over Broomall Lake

LIMITS Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/26/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Media Borough

FC:

AQ Code:S2

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	183	45												
ROW	LOC	11												
UTL	183	45												
UTL	LOC	11												
CON	183					1,125								
CON	LOC					281								
		112	0	0	0	1,406	0	0	0	0	0	0	0	
		Total FY2017-2020			112	Total FY2021-2024				1,406	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 1/18/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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 is 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF		2,841										
CON	LOC		710										
		0	3,551	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		3,551		Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 47993 *7th Street Bridge Over Chester Creek (CB#186) SR:7023*

LIMITS Over Chester Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

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

CMP Subcorridor(s): 2D, 4D, 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge currently has a 8 ton weight limit. This road segment is included in the Delaware County Bicycle Plan.

The existing bridge, built in 1920, is a 180-foot, two-span steel through-girder structure with stone masonry abutments, masonry retaining wall and two pier columns. This bridge is severely deteriorated and repairs to the bridge cannot restore its structural soundness. It will be replaced with a single span multi-girder structure, with concrete barriers and sidewalks. The substructure will consist of reinforced concrete cantilever abutments and U-shaped wing walls. The new structure will provide 12-foot wide travel lanes, with 4-foot wide shoulders through the project area. An 8-foot sidewalk will be located on both sides of the 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP		5,582										
CON	179		1,395										
		6,977	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		6,977		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 11/16/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township; Rutledge Borough

FC: 16

AQ Code:R1

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	CAQ		3,756											
CON	TOLL													
CON	CAQ			69										
		0	3,756	69	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,825	Total FY2021-2024				0	Total FY2025-2028			0

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: 5/7/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The Lloyd Street Bridge, which was constructed in 1899, is in poor condition. This bridge, which serves the industrial waterfront is currently closed to traffic. The pedestrian walkways have been closed due to holes in the decking. This project will remove the existing bridge. A separate project will provide for a replacement bridge in the future.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	BOF			1,800										
CON	183			337										
CON	LOC			112										
CON	BOF				1,800									
CON	183				337									
CON	LOC				112									
		0	0	2,249	2,249	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,498	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 11/15/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Collingdale Borough; Glenolden Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

The project limits are along MacDade Boulevard from South Avenue to Cherry Street. The following 11 intersections are currently signalized and the equipment will be replaced with new state of the art controllers to allow for coordinated signalization and improved traffic flow management and pedestrian safety: (1) MacDade Boulevard & South Avenue; (2) MacDade Boulevard & Knowles Avenue; (3) MacDade Boulevard & Ashland Avenue; (4) MacDade Boulevard & Cooke Avenue; (5) MacDade Boulevard & Oak Lane (S.R. 2015); (6) MacDade Boulevard & Lafayette Avenue; (7) MacDade Boulevard & Woodlawn Avenue; (8) MacDade Boulevard & Clifton Avenue (S.R. 2013); (9) MacDade Boulevard & Felton Avenue; (10) MacDade Boulevard & Roberta Avenue; and (11) MacDade Boulevard & Cherry Street. The following two intersections are currently signalized, but the traffic signals will be removed and replaced with stop control for the side streets: (12) MacDade Boulevard & Jackson Avenue and (13) MacDade Boulevard & Sharon Avenue.

The system will initially be implemented with time of day programs. However, the system will be specified to be traffic responsive capable allowing traffic responsive timings and programs to be implemented in the future, if desired. The system will be a true 'closed loop' system where the system can be monitored from either a direct connect or remote central monitoring station. PennDOT's District 6-0 Office will have direct access to the central monitor system and the main server will be located there. The municipalities will have access to the system through separate work stations via the internet (VPN). The traffic signals will be connected via fiber optic cable.

ADA compliant curb ramps, countdown hand/man pedestrian signal heads and pedestrian push buttons are proposed. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads with countdown timers. The northbound approach of Oak Lane will be widened to provide a dedicated left turn lane. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	CAQ	6,190												
		6,190	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6,190	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

Est Let Date: 6/22/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

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. Pedestrian Hand/Man signals with countdown indicators will be provided at each crossing. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	TOLL													
UTL	CAQ	6												
CON	TOLL													
CON	CAQ		862											
		6	862	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			868	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 5/17/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsbury Township; Chadds Ford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	717											
FD	581	179											
ROW	STU		239										
ROW	581		60										
UTL	STU			101									
UTL	581			26									
CON	STU					4,617							
CON	581					1,154							
CON	STU						4,617						
CON	581						1,154						
CON	STU							4,617					
CON	581							1,154					
		896	299	127	0	5,771	5,771	5,771	0	0	0	0	0
		Total FY2017-2020		1,322		Total FY2021-2024		17,313		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Roadway New Capacity

MRPID:50

MUNICIPALITIES: Concord Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a grassy median strip 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. SEPTA's Route 119 bus uses this road.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project. This project includes ROW and UTL work for MPMS# 69815.

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP	21,120												
CON	581	5,280												
CON	NHPP		22,056											
CON	581		5,514											
CON	NHPP			17,432										
CON	581			4,358										
CON	NHPP				17,472									
CON	581				4,368									
		26,400	27,570	21,790	21,840	0	0	0	0	0	0	0	0	
		Total FY2017-2020		97,600		Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Roadway New Capacity

MRPID:50

MUNICIPALITIES: Bethel Township; Concord Township; Upper Chichester Township **FC:** 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

The project involves widening and improving SR 322 to a four lane typical section with a grassy median strip 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. SEPTA's Route 119 bus uses this road.

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	5,658											
ROW	581	1,414											
ROW	NHPP			5,658									
ROW	581			1,414									
ROW	NHPP				5,658								
ROW	581				1,414								
UTL	NHPP					4,872							
UTL	581					1,218							
CON	SXF				14,112								
CON	NHPP				10,800								
CON	581				6,229								
CON	NHPP					3,606							
CON	581					901							
CON	STP							1,345					
CON	NHPP							3,072					
CON	581							1,104					

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

CON	NHPP							299					
CON	581							74					
CON	NHPP								31,618				
CON	581								7,904				
CON	NHPP									31,618			
CON	581									7,904			
CON	NHPP										48,208		
CON	581										12,052		
		7,072	0	7,072	38,213	10,597	0	5,521	373	39,522	39,522	60,260	0
		Total FY2017-2020		52,357		Total FY2021-2024		16,491		Total FY2025-2028		139,304	

MPMS# 70228 **I-476, MacDade Boulevard Ramp Improvements SR:2006**

LIMITS I-476 to Fairview Road

Est Let Date: 5/18/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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. SEPTA's Route 113 bus uses MacDade Boulevard.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	3,106											
CON	NHPP	76											
CON	581	795											
CON	STU		3,182										
CON	581		795										
		3,977	3,977	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		7,954		Total FY2021-2024		0		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 **Bridgewater Road Extension**

LIMITS Concord Road to PA 452/US 322

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:117

MUNICIPALITIES: Aston Township; Chester Township; Upper Chichester Township

FC: 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

The existing Bridgewater Road (SR 3018), which currently ends in the Bridgewater Business Park west of Concord Road (SR 3007), would be extended to connect with either PA 452 or US 322 through Chester, Upper Chichester, and Aston Townships. This project would provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322. Currently, truck drivers must navigate a circuitous route (Concord and Bethel Roads) with difficult turns and drive through a low-income residential neighborhood and by a school. The residential community along Bethel Road in Chester City and Chester Township is subject to a heavy volume of truck traffic, which should be directed onto another route. The other potential truck route goes well to the north and involves an intersection which is physically constrained and difficult/impossible for truck turns. Preliminary engineering for the new road, which would be about one mile long, was begun by PennDOT in 2007 and terminated shortly thereafter. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange)."

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581		1,093											
FD	581						1,230							
ROW	581							950						
UTL	STU							760						
UTL	581							190						
CON	STU								15,657					
CON	581								3,914					
		0	1,093	0	0	0	1,230	1,900	19,571	0	0	0	0	
		Total FY2017-2020		1,093		Total FY2021-2024			22,701			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86368 **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

LIMITS Over Chester Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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.

The structure is in overall serious condition with noticeable vibration under vehicular traffic and is currently posted with a 30-ton weight restriction. The bridge superstructure consists of a cast in place reinforced concrete closed spandrel arch exhibiting heavy cracking, rust staining and efflorescence. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls and exhibits rotation due to heavy scouring as well as cracking throughout. Substandard safety features include improper post spacing of the guiderail, improper or lack of a connection between the guiderail and parapet, and the limited sight distance on the north approach due to the existing parapet. It will be replaced with a single span composite steel multi-girder bridge, with a 109'-9" clear span. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. The proposed abutments will be located outside the existing streambed. The bridge approaches will be reconstructed to provide an 11-foot wide travel lane in each direction with 5-foot wide shoulders.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
UTL	BOF	45													
UTL	179	12													
CON	BOF	2,122													
CON	179	530													
		2,709	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			2,709			Total FY2021-2024			0			Total FY2025-2028	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86370 Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)

LIMITS Over Hermesprot Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 4

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township.

The existing bridge, built in 1932, is a 25-foot single-span bridge with a 16'-11" clear span. The bridge superstructure consists of a reinforced concrete slab with reinforced concrete parapets exhibiting heavy cracking, efflorescence and spalling throughout. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls exhibiting severe spalling, moderate to heavy efflorescence and cracking throughout. The bridge is considered "structurally deficient," limiting its load carrying capacity to a maximum of 18 tons except combination loads of 24 tons. The bridge will be replaced with a 28-foot single-span composite pre-stressed concrete adjacent plank beam bridge. The new structure will have a wider clear span of 17'-9" locating the proposed abutments outside of the existing waterway. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. Tribbitt Avenue will be reconstructed to provide one 11-foot wide travel lane in each direction. A 4-foot wide shoulder will be provided on the upstream side of the bridge and a 2-foot wide shoulder on the downstream side.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	BOF	47												
UTL	179	12												
CON	BOF	1,987												
CON	179	497												
		2,543	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020	2,543		Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 90128 PA252 o/ Springton Reservoir (Bridge)

LIMITS Delaware County, SR 252

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Marple Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/M. Saintval

CMP:

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

Replacement of the Palmer's Mill Road Bridge over Crum Creek at Geist in Marple Township, Delaware County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	TOLL													
ROW	NHPP	125												
UTL	TOLL													
UTL	STP	250												
CON	581				5,370									
CON	581					299								
CON	581						4,531							
		375	0	0	5,370	299	4,531	0	0	0	0	0	0	
		Total FY2017-2020	5,745		Total FY2021-2024				4,830	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township; Prospect Park Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STP	278											
ROW	581	70											
UTL	STP	287											
UTL	581	72											
CON	NHPP				4,637								
CON	185				1,159								
CON	NHPP					4,637							
CON	185					1,159							
		707	0	0	5,796	5,796	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		6,503				5,796				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92808 *Marshall Rd o/ Cobbs Crk (Bridge)*

LIMITS Between Cobbs Creek Parkway and 69th Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	530											
FD	185		820										
ROW	STP			45									
ROW	185			11									
UTL	STP				93								
UTL	185				23								
CON	581					710							
CON	185					1,845							
CON	185						627						
CON	185							794					
CON	581								5,248				
		530	820	56	116	0	2,555	627	6,042	0	0	0	0
		Total FY2017-2020		1,522		Total FY2021-2024		9,224		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 **US 202 and US 1 Loop Road**

LIMITS Completion of Hillman Drive

Est Let Date: 2/8/2018

IMPROVEMENT Roadway New Capacity

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

The project completes the loop road on the 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, northwest, and southeast quadrants have the existing completed loop roads, State Farm Drive, Brandywine Drive, and Applied Card Way, respectively. See MPMS 105131 for Applied Card Way. 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, as well as improvements to intersection of Route 202/State Farm Drive/Brandywine Drive, are also part of this project.

This is a companion project to MPMS #105131.

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 2013-2014 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	STP	424													
FD	581	106													
ROW	STP		437												
ROW	581		109												
UTL	TOLL														
UTL	STP			563											
CON	STU					1,829									
CON	STP					139									
CON	581					492									
		530	546	563	0	0	2,460	0	0	0	0	0	0		
		Total FY2017-2020			1,639	Total FY2021-2024				2,460	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98216 Michigan Ave over Little Crum Creek (CB# 210)

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Township FC: AQ Code:S19

PLAN CENTER: IPD: 3

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement PennDOT Improvement: Bridge Replacement NHPP:

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 posted with a 12 ton weight restriction and requires continual maintenance 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98217 *Hilldale Road over Darby Creek (CB# 149)*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lansdowne Borough; Upper Darby Township FC: AQ Code:S19

PLAN CENTER: IPD: 5

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 5E

PennDOT Class: Bridge Restoration PennDOT Improvement: Bridge Restoration NHPP:

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.

Delaware County Bridge #149, originally built in 1928, is a 92 foot two-span reinforced concrete T-beam bridge. The County is taking proactive action by replacing Hilldale Road Bridge due to the rapid deterioration of T-beam bridges in recent years. A lightly vegetated island is located downstream of the pier, and the east downstream banks are lined with gabion baskets that extend approximately 300 feet downstream. The island is forcing the flow towards the adjacent embankment. A traffic count performed in 2009 indicates an average daily traffic (ADT) of 2,379 vehicles per day.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98218 *South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)*

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Glenolden Borough; Norwood Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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.

Built in 1927, the existing South Avenue Bridge is a single span reinforced concrete slab bridge. The parapets over the structure are forty-inch high pigeonhole parapets with forty-inch high solid concrete parapets over the wing walls. The concrete structure has an overall span length of 20 feet with a weight restriction of 13 tons, except combinations of 24 tons. The bridge carries two lanes of traffic over Muckinipattis Creek and has a curb-to-curb width of 32 feet with 7' sidewalks on both the upstream and downstream sides. South Avenue approaching the structure has a 32 foot wide cartway with 6-inch curb and 4-foot sidewalk between Ridgeway Ave and Chester Pike (SR 13). There is existing sidewalk along South Avenue on the downstream side of the structure providing pedestrian access to Chester Pike, the sidewalk on the upstream side of the structure ends at the limits of the parapet wall.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 102834 *Pedestrian and Bicycle Accessibility Enhancements (TAP)*

LIMITS No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Swarthmore Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project will provide for the installation of sidewalks and safety enhancements at several crosswalk locations in the Borough of Swarthmore.

\$420,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102835 *Hillside Road Pedestrian Safety Improvements (TAP)*

LIMITS Hillside Rd from Glenloch Rd to Crum Lynne Rd. Glenloch Rd along Hillside Rd to W. Dupont Ave.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: EE/DVRPC/K. Lawrence **CMP:** Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

Construct an enhanced crosswalk across W. Dupont Street and a new pedestrian path from Dupont Street through Eastlake Park (Borough-owned park), replace the footbridge over Little Crum Creek, and construct sidewalk along Hillside Road to Glenloch Road. The current conditions along this route include a standard crosswalk across Dupont Street to nowhere (it ends into an upright curb), an undefined path across a baseball field, a dilapidated footbridge over the creek, and no sidewalk along Hillside Road. Construct sidewalk along Hillside Road from Glenloch Road to Crum Lynne Road and to construct an enhanced crosswalk across Crum Lynne Road. There is intermittent sidewalk along Hillside Road in this stretch.

The limits for this project are along Hillside Road from Glenloch Road to Crum Lynne Road. Glenloch Road along Hillside Road through Eastlake Park to W. Dupont Ave.

\$530,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020					0	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 103216 *Jansen Avenue Grade Crossing*

LIMITS Between PA 291 and Old Tinicum Island Road

Est Let Date: 5/18/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 3

PROJECT MANAGER: MAL/M. Lang **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

PennDOT Class: Rail Highway Grade Crossing **PennDOT Improvement:** Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Jansen Avenue grade crossing which is located between PA 291 and Old Tinicum Island Road in Tinicum Township, Chester County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	RRX*	273	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020					273	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103217 **Main Street Grade Crossing**

LIMITS Between 5th and 7th Streets

Est Let Date: 7/19/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 5

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

The Main Street-CSX rail line grade crossing (US DOT #140641S) in Darby Borough needs to be updated and may include improvements such as new gates, lights, traffic signals (if warranted), drainage, and improvements to the crossing surface and roadway for all users at and around the grade crossing. This grade crossing currently poses significant safety concerns as it accommodates train traffic from a major interstate freight line throughout the day, vehicular traffic from two roads (Main St. and Sixth St.), and pedestrian traffic from nearby schools and retail establishments. Adding to the crossing's complexity is SEPTA's trolley route 11 that operates within the Main St. cartway and bisects the freight rail line (with trolley stops located on both sides of the grade crossing). The grade crossing was the subject of a two phase study conducted by DVRPC and overseen by a broad-based steering committee (see DVRPC publication #11012 and #12014).

This project was selected from the 2015 Pennsylvania Statewide Rail-Highway Grade Crossing Program for \$337,653 RRX funds.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU				1,113								
FD	581				278								
ROW	581									134			
UTL	STP								2,610				
UTL	581								652				
CON	TOLL												
CON	RRX				228								
CON	TOLL												
CON	RRX					100							
CON	STU											9,980	
		0	0	0	1,619	100	0	0	3,262	134	0	9,980	0
		Total FY2017-2020		1,619	Total FY2021-2024		3,362	Total FY2025-2028		10,114			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104308 *Walkable Wallingford - Copples Lane Sidewalk*

LIMITS Copples Lane from Callender Lane to the existing walk at the Strath Haven Middle School

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The project will provide upgrades to Township's walkways and trails to improve pedestrian safety and encourage walking and biking. The new curb and sidewalk would run on the north side of Copples Lane from Callender Lane to the existing walk at the Strath Haven Middle School (a distance of about 2300 lineal feet) .

This will result in an interconnected network of trails for recreation and inter-modal access to public transportation (SEPTA Commuter Rail Line) and community destinations. A major purpose of these sidewalks is to improve safety for students walking to school because Copples Lane has been identified by DVRPC as a Hazardous Route to School and intersects Providence Road at the Middle School/High School complex, and students must currently walk in the street to get to the Strath Haven Middle School and Strath Haven High School.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$444,100 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project also received \$225,000 DVRPC Regional TAP funds (TAU) , under the title of Walkable Wallingford.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104343 US 322 over CSX

New-B

LIMITS I-95 Interchange to PA 452 Interchange

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Replacement of the bridge carrying SR 322 over CSX and Bethel Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	NHPP	2,122											
FD	TOLL												
FD	NHPP			1,126									
ROW	581					920							
ROW	581						274						
UTL	NHPP					1,194							
CON	TOLL												
CON	STP							170					
CON	STU							16,257					
CON	TOLL												
CON	NHPP								2,998				
CON	TOLL												
CON	STP												12,244
		2,122	0	1,126	0	2,114	274	16,427	2,998	0	0	0	12,244
		Total FY2017-2020		3,248		Total FY2021-2024			21,813	Total FY2025-2028			12,244

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104465 *Langford Run Road (PA3/I-476/Lawrence Rd)*

LIMITS Between PA3 and Lawrence Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Haverford Township; Marple Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/T. Stevenson

CMP:

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

This project is for roadway improvements for the planned Langford Run Road development. This project includes: 1.) reconfiguring the SB I-476 off-ramp connections with PA 3 by removing the right-turn channelized slip lane and lengthening/repurposing the off-ramp thru lane to be a shared right-thru lane; 2.) signalizing and reconstructing the PA 3/Langford Run Road intersection by adding a WB left-turn lane (on PA 3) and extending the 3rd EB thru lane (on PA 3); 3.) signalizing and reconstructing the Lawrence Road/Langford Run Road intersection by adding a left-turn lane on Lawrence Road, and 4.) retiming traffic signals and installing an adaptive signal system along PA 3 and Lawrence Road.

The planned Langford Run Road development is on a 66.86 acre parcel in the southwest quadrant of the I-476 and PA 3 (West Chester Pike) interchange in Marple Township. Plans for future development include construction of 173,818 square feet of new retail/commercial space, a 108 room hotel with a restaurant, and 147 new town homes. Plans are being finalized and will include a combination of retail and residential uses. The overall estimated transportation construction cost of this project, is \$2,961,000, while the private development investment is estimated at \$121,400,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	e581	1,000												
CON	OTH	961												
CON	e581		1,000											
		1,961	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,961	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104610 *Erickson Avenue Grade Crossing*

LIMITS Between the intersection of 3rd Street & Old Tinicum Island Road

Est Let Date: 6/22/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 3

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install railroad warning devices at the Erickson Avenue grade crossing which is located between the intersection of 3rd Street and Old Tinicum Island Road in Tinicum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	RRX	70												
CON	RRX		148											
		70	148	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			218	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105074 *Chester Safety Cameras*

LIMITS Chester City

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/A. Kim

CMP:

PennDOT Class: MultiModal

PennDOT Improvement: MultiModal

NHPP:

Funding is provided for the addition of security cameras, streetscape improvements, and lighting to improve pedestrian safety in the City of Chester.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	411	147												
UTL	LOC	53												
CON	411			147										
CON	LOC			394										
		200	0	541	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			741	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105656 *Traffic Signal Pedestrian Accommodations - (Aston Twp)*

New

LIMITS 12 signalized intersection within Aston Twp

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Aston Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Aston Township seeks to improve safety and mobility at the following twelve (12) signalized intersections within the Township. All pedestrian crossings will be upgraded by installing high visibility ladder style crosswalks. Locations that utilize 8-inch signal heads or outdated Walk/Don't Walk heads for pedestrian control will be upgraded with LED countdown pedestrian signal heads, and several deficient locations will receive ADA compliant ramps and pedestrian push buttons. Faded or missing pavement markings within the signalized intersections will be improved with thermoplastic markings to improve visibility and durability, and missing signs will be replaced and various signage will be relocated to provide better protection from future knockdowns (i.e. placed overhead).

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	9												
FD	LOC	9												
CON	A-073	123												
CON	LOC	123												
		264	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			264	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105657 Brookhaven Borough Traffic Improvements

New

LIMITS Multiple Intersections in the Borough

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Brookhaven Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Brookhaven Borough will upgrade all intersections to include generator transfer switches, battery back up units, upgraded pedestrian crossing mechanisms, GPS time reference units, and modernizing intersections based on future growth. The current intersections are in need of improvements to ensure they meet all PennDot standards. All intersections in the Borough will be equipped with battery backup systems to prevent loss of traffic signals during emergency situations. Intersections lack GPS timing mechanisms and need to have their timing adjusted to match PennDot approved timing. Installing pre-emption systems and video detection systems will improve the flow of traffic at critical intersections. Pedestrian push button mechanisms will be upgraded to ensure future operation.

The intersections are: Bridgewater Rd & Brookhaven Rd, Edgmont Ave & Brookhaven Rd, Edgmont Ave & Dutton Mill Rd, Edgmont Ave & Roberts Rd, Edgmont Ave & Trimble Blvd, Edgmont Ave & Whiteley Rd, Edgmont Ave & Coebourn Blvd.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	A-073	24													
PE	LOC	24													
FD	A-073		24												
FD	LOC		24												
UTL	A-073			16											
UTL	LOC			16											
CON	A-073			160											
CON	LOC			160											
		48	48	352	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			448	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105658 Signal Upgrades at Route 202 & Brinton's Bridge

New

LIMITS Intersection of Wilmington Pike (Route 202) & Brinton's Bridge/Dilworthtown Roads

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chadds Ford Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Install 4 new video detection cameras to replace 6 stop bar vehicle loop detectors; Replace outdated controller with a new one; and install battery backup unit by-pass switch, batteries, cables and red LED indicator. Deteriorating road surface conditions on Route 202 have caused loop failure. Also, this critical intersection located on a major corridor, needs to always be operable. The plan is to install a battery backup unit and to update an aged controller (which can no longer be serviced).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	9													
CON	LOC	10													
		19	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			19	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105659 *Traffic Signal Pedestrian Accommodations - (Concord Twp)*

New

LIMITS Various locations in Concord Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Concord Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Concord Township seeks to improve safety and mobility at the following fourteen (14) signalized intersections within the Township. All pedestrian crossings will be upgraded by installing high visibility ladder style crosswalks. Locations that utilize 8-inch signal heads for pedestrian control will be upgraded with LED countdown pedestrian signal heads, and several deficient locations will receive ADA compliant ramps and pedestrian push buttons. Faded or missing pavement markings within the signalized intersections will be improved with thermoplastic markings to improve visibility and durability, and missing signs will be replaced and various signage will be relocated to provide better protection from future knockdowns (i.e. placed overhead).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	6													
FD	LOC	7													
CON	A-073	87													
CON	LOC	87													
		187	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			187	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105660 *West Chester Pike LED Replacement*

New

LIMITS Route 3 & North Crum Creek Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Edgmont Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Edgmont Township will upgrade two existing traffic signal intersections on Route 3 (West Chester Pike) from the existing incandescent light fixtures to efficient LED modules, including the existing pedestrian crossing signals. Both intersection traffic signals have mostly incandescent bulbs. Replacement of all remaining incandescent bulbs would be extremely cost effective, but due to financial constraints, it has not been completed. This grant will provide funding to replace all remaining incandescent bulbs to match the rest of the traffic lights in the Township, and greatly reduce monthly financial cost.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	3													
CON	LOC	3													
		6	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			6	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105661 *MacDade Blvd and Kedron Avenue*

New

LIMITS Multiple intersections along MacDade Blvd and Kedron Ave.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 5

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Ridley Township wants to upgrade six existing traffic signal intersections along MacDade Blvd and Kedron Avenue to replace existing crosswalk aids with LED pedestrian crosswalk lighting systems. The intersections currently use pedestrian push buttons without pedestrian signals for intersection crossings. These push buttons are linked with their own Red-Yellow-Green traffic signal to give pedestrians additional time to cross when the push button is activated. The installation of pedestrian crossing lights provide added safety for all pedestrians crossing at these intersections, as well as providing motorists added safety by reducing the likelihood of pedestrians being in the intersection at inappropriate times. It has been considered previously to upgrade the intersections, but due to financial constraints, it has not been completed. This grant will provide additional funding needed to upgrade the intersections.

The intersections will be:Kedron Avenue and Academy Avenue -MacDade Blvd and Milmont Avenue -MacDade Blvd and Edgewood Avenue -MacDade Blvd and Swarthmore Avenue -MacDade Blvd and Amosland Road -MacDade Blvd and Holmes Road

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	5												
PE	LOC	5												
FD	A-073		5											
FD	LOC		5											
UTL	A-073			3										
UTL	LOC			3										
CON	A-073			32										
CON	LOC			32										
		10	10	70	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		90			Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105662 *Audible Pedestrian Signals - Springfield Twp)*

New

LIMITS Signalized Intersection at Baltimore Pike & Saxer Avenue Springfield Township.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Modify present intersection to accommodate Audible system to controller and signal heads. Blind resident has difficulty navigating intersection going to and from bus stop.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	9												
CON	LOC	9												
		18	0	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		18			Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 105663 *Traffic Signal Uninterruptable Power Supply - (Upper Chichester Twp)*

New

LIMITS Various locations in Upper Chichester

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Upper Chichester Township seeks improve safety and mobility at ten (10) signalized intersections within the Township by improving pavement markings, replacing signs, relocating signs and implementing battery back-up / uninterruptable power supply (UPS) at select locations. The existing signalized intersections along Chichester Avenue within Upper Chichester Township have been prone to power outages, creating safety and mobility concerns. Additionally, signalized intersections within the Township have faded pavement markings and missing signs due to frequent sign knockdowns caused by non-optimal placement.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	3												
FD	LOC	3												
CON	A-073		39											
CON	LOC		39											
		6	78	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			84	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105664 *Upper Darby Township*

New

LIMITS Ten critical corridor intersections within Upper Darby Township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:NRS

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Purchase and Installation of cameras and ancillary equipment for traffic signals at ten (10) critical corridor intersections within Upper Darby Township to effectuate Traffic Signal Retiming and Signal Monitoring. Fixed timed traffic signals and out dated vehicle detection promote problems of traffic congestion, increase in greenhouse gas pollution, immobility, and increase in travel especially on critical arterials.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	35												
CON	LOC	35												
		70	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			70	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107177 Moore Road Sidewalk Project (TAP)

New

LIMITS Brookhaven Road to the Nether Providence Elementary School to Creekside Swim Club

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Moore Road project is to establish a continuous concrete curb and walk along the north side of Moore Road from Brookhaven Road to the Nether Providence Elementary School and continuing to a local public swim club, Creekside Swim Club, at the corner of Georgetown Road.

Project was awarded \$825,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107178 Springfield Township Sidewalk Improvements (TAP)

New

LIMITS SEPTA Transit Station and Health Campus/Golf View Estates

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Springfield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA transit station and Springfield Hospital/Healthplex/Golf View Estates active adult community, and defined curb cuts and crosswalks for safe pedestrian movements.

Project was awarded \$280,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

Total For Delaware	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$84,534	\$69,858	\$42,932	\$85,954	\$283,278	\$174,327	\$270,157

DVRPC FY 2017-2020 TIP for PA

Final 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: 3/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STP	42												
ROW	183	8												
ROW	LOC	2												
UTL	STP			45										
UTL	183			9										
UTL	LOC			2										
CON	STP				390									
CON	STU				816									
CON	183				226									
CON	LOC				75									
		52	0	56	1,507	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,615		Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	4,243											
CON	185	1,060											
CON	NHPP		4,243										
CON	185		1,060										
		5,303	5,303	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		10,606		Total FY2021-2024				0		Total FY2025-2028	

MPMS# 16216 Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104

LIMITS Over Amtrak/SEPTA Paoli Rail Lines

Est Let Date: 10/13/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU*	20											
UTL	STU*	800											
CON	STU		3,934										
CON	183		738										
CON	LOC		246										
		820	4,918	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		5,738		Total FY2021-2024				0		Total FY2025-2028	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16239 **NEW HANOVER SQ RD BR**

LIMITS Between New Road and Swamp Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	637											
FD	185		820										
ROW	185		82										
UTL	BOF			45									
UTL	185			11									
CON	TOLL												
CON	BOF					2,388							
		637	902	56	0	2,388	0	0	0	0	0	0	0
		Total FY2017-2020		1,595		Total FY2021-2024		2,388		Total FY2025-2028		0	

MPMS# 16334 **PA 73, Church Road Intersection and Signal Improvements SR:0073**

LIMITS Greenwood Avenue to Rice's Mill Road

Est Let Date: 4/19/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 4

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14E

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	CAQ	1,623											
CON	TOLL												
CON	CAQ					6,843							
		1,623	0	0	0	0	6,843	0	0	0	0	0	0
		Total FY2017-2020		1,623		Total FY2021-2024		6,843		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS Over SEPTA Route 100

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU	47											
ROW	183	8											
ROW	LOC	3											
UTL	STU	467											
UTL	183	88											
UTL	LOC	29											
CON	STP		2,029										
CON	183		380										
CON	LOC		126										
CON	STU			2,029									
CON	183			380									
CON	LOC			126									
		642	2,535	2,535	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		5,712		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 8/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	BOF	495													
FD	183	93													
FD	LOC	31													
ROW	BOF			53											
ROW	183			11											
ROW	LOC			2											
UTL	BOF				54										
UTL	183				10										
UTL	LOC				4										
CON	BOF					344									
CON	183					65									
CON	LOC					21									
		619	0	66	68	0	430	0	0	0	0	0	0		
		Total FY2017-2020			753	Total FY2021-2024				430	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade SR:0000

LIMITS Butler Pike to Crescent Avenue

Est Let Date: 2/6/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	LOC	1,061												
ROW	STU				1,391									
ROW	LOC				348									
CON	STU					531								
CON	LOC					133								
CON	STU						10,931							
CON	LOC						2,731							
		1,061	0	0	1,739	664	13,662	0	0	0	0	0	0	
		Total FY2017-2020		2,800		Total FY2021-2024			14,326			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16599 PA 320 at Hanging Rock SR:0320

LIMITS Upper Gulph Road to Arden Road adjacent to the "Hanging Rock"

Est Let Date: 6/14/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S4

PLAN CENTER:

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	1,485											
ROW	581		328										
UTL	581		328										
CON	STU					4,298							
CON	581					1,074							
CON	STU						4,298						
CON	581						1,074						
		1,485	656	0	0	5,372	5,372	0	0	0	0	0	0
		Total FY2017-2020		2,141		Total FY2021-2024		10,744		Total FY2025-2028		0	

MPMS# 16610 Ashmead Road Bridge Over Tookany Creek (CB) SR:7102

LIMITS Over Tookany Creek

Est Let Date: 1/12/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STP			45									
UTL	185			9									
UTL	LOC			2									
CON	STP				2,968								
CON	185				556								
CON	LOC				185								
		0	0	56	3,709	0	0	0	0	0	0	0	0
		Total FY2017-2020		3,765		Total FY2021-2024		0		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16658 *Old Forty Foot/Skippack (Bridge)*

LIMITS over Skippack Creek

Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Towamencin Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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 Skippack 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	424											
FD	185	106											
ROW	STP		175										
ROW	185		44										
UTL	STP			276									
UTL	185			69									
CON	STP				2,843								
CON	185				711								
		530	219	345	3,554	0	0	0	0	0	0	0	0
		Total FY2017-2020		4,648		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: East Norriton Township; Norristown Borough

FC: 14

AQ Code:S10

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	NHPP	1,018												
UTL	581	255												
		1,273	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,273	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 12/14/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Bridgeport Borough; Norristown Borough; Upper Merion Township **FC:**

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter; Town Center

IPD: 6

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 8D, 9B

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

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.

This project is part of The Circuit. The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-feet wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	CAQ	1,385											
ROW	LOC	174											
CON	CAQ		5,074										
CON	TOLL												
CON	TOLL												
CON	CAQ			5,074									
		1,559	5,074	5,074	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		11,707		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 *WarminsterRd/Pennypack Ck (Bridge)*

LIMITS over Pennypack Creek

Est Let Date: 10/19/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP*	446												
CON	STP			2,473										
CON	185			618										
		446	0	3,091	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,537	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS Norfolk Southern RR to Park Rd.

Est Let Date: 4/6/2017

IMPROVEMENT Roadway Rehabilitation

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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 14698, 64220, 64222, 84308, and 66986.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP							9,711					
CON	581							2,427					
CON	NHPP								9,711				
CON	581								2,427				
CON	NHPP									9,711			
CON	185									2,427			
CON	NHPP										9,711		
CON	185										2,427		
CON	NHPP											9,711	
CON	185											2,427	
CON	NHPP												9,711
CON	185												2,427
		0	0	0	0	0	0	12,138	12,138	12,138	12,138	12,138	12,138
		Total FY2017-2020			0	Total FY2021-2024			24,276	Total FY2025-2028			48,552

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16741 *Swamp Road at PA 663 SR:0663*

LIMITS Swamp Road at PA 663

Est Let Date: 3/17/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581			752									
ROW	581				232								
UTL	581					239							
CON	NHPP							1,520					
CON	581							380					
		0	0	752	232	239	0	1,900	0	0	0	0	0
		Total FY2017-2020			984	Total FY2021-2024			2,139	Total FY2025-2028			0

MPMS# 36878 *Reliance Rd Grade X-ing*

New

LIMITS Between Railroad Ave and N. 2nd St.,

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: MAL/ M. Lang

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Installation of railroad warning devices

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX			112									
CON	RRX				100								
		0	0	112	100	0	0	0	0	0	0	0	0
		Total FY2017-2020			212	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

LIMITS Moore Rd to Geerdes Blvd

Est Let Date: 10/15/2020

IMPROVEMENT Intersection/Interchange Improvements

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	654											
FD	581	163											
ROW	STP			720									
ROW	581			180									
UTL	STP				788								
UTL	581				197								
CON	STP						5,852						
CON	581						1,463						
CON	STP								5,852				
CON	581								1,463				
		817	0	900	985	0	0	7,315	7,315	0	0	0	0
		Total FY2017-2020		2,702		Total FY2021-2024		14,630		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

LIMITS at PA 152, Limekiln Pk. & Norristown Rd.

Est Let Date: 1/2/2020

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Horsham Township; Upper Dublin Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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); and 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581					1,000								
UTL	STP							104						
UTL	581							26						
CON	STU										1,517			
CON	STP										8,972			
CON	581										2,622			
		0	0	0	0	1,000	0	130	0	0	13,111	0	0	
		Total FY2017-2020				0	Total FY2021-2024			1,130	Total FY2025-2028			13,111

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike, PA Turnpike to Butler Pike SR:0000

LIMITS PA Turnpike to Chemical Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2025M

PLAN CENTER: Suburban Center

IPD: 3

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

Ridge Pike is a Montgomery County owned arterial. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane highway. Work includes pavement and drainage replacement; upgrading existing and adding new traffic signals including traffic signal interconnect, and adding sidewalks. The project extends from the PA Turnpike to Chemical Road. Two new Norfolk Southern Railroad bridges are proposed under a companion project, MPMS 92839, to be let and constructed concurrently with MPMS 48175.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP			3,555										
CON	LOC			888										
CON	NHPP				3,555									
CON	LOC				888									
CON	NHPP					3,555								
CON	LOC					888								
		0	0	4,443	4,443	4,443	0	0	0	0	0	0	0	
		Total FY2017-2020			8,886	Total FY2021-2024				4,443	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48187 Henderson/Gulph Road Widen near I-76 Ramps SR:3029

LIMITS Shoemaker; S Gulph: Crooked Lane to Gulph Mills Intersection

Est Let Date: 1/7/2021

IMPROVEMENT Roadway New Capacity

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	581						1,037							
FD	581							10,645						
ROW	NHPP							405						
ROW	581							101						
UTL	NHPP								626					
UTL	581								157					
CON	581									6,383				
CON	581										6,383			
		0	0	0	0	0	1,037	11,151	783	6,383	6,383	0	0	
		Total FY2017-2020				0	Total FY2021-2024			12,971	Total FY2025-2028			12,766

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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: 3/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Marlborough Township; Upper Salford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STP	3,253												
CON	581	813												
CON	STP		3,253											
CON	581		813											
CON	STU			3,253										
CON	581			813										
		4,066	4,066	4,066	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			12,198	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 10/20/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLAN CENTER: Rural Center

IPD: 1

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU	530												
ROW	STP	111												
UTL	581		93											
CON	581		3,278											
		641	3,371	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,012	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 5/19/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

FC: 14; 16

AQ Code:2020M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael **CMP: Minor SOV Capacity**

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ*	6,250												
		6,250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6,250	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

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

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STP	424											
UTL	581	106											
CON	STP				4,637								
CON	581				1,159								
CON	STU					4,637							
CON	581					1,159							
CON	STP						4,637						
CON	581						1,159						
		530	0	0	5,796	5,796	5,796	0	0	0	0	0	0
		Total FY2017-2020			6,326	Total FY2021-2024			11,592	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 2/7/2019

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: East Norriton Township; Norristown Borough; Whitpain Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP				1,855								
ROW	581				464								
UTL	581					3,343							
CON	NHPP							11,147					
CON	581							2,786					
CON	NHPP								11,147				
CON	581								2,786				
CON	NHPP									11,147			
CON	581									2,786			
CON	NHPP										11,147		
CON	581										2,786		
		0	0	0	2,319	3,343	0	13,933	13,933	13,933	13,933	0	0
Total FY2017-2020					2,319	Total FY2021-2024		31,209		Total FY2025-2028			27,866

DVRPC FY 2017-2020 TIP for PA

Final 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

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Whitpain Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 8F

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	2,971											
ROW	581	743											
UTL	NHPP		3,060										
UTL	581		765										
CON	NHPP		1,600										
CON	581		400										
CON	NHPP			53									
CON	STP			2,368									
CON	STU			5,579									
CON	581			2,000									
CON	NHPP				12,653								
CON	581				3,163								
CON	STU					25,959							
CON	581					6,489							
		3,714	5,825	10,000	15,816	32,448	0	0	0	0	0	0	0
		Total FY2017-2020			35,355	Total FY2021-2024		32,448	Total FY2025-2028			0	

DVRPC FY 2017-2020 TIP for PA

Final 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: 1/15/2019

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Lower Gwynedd Township; Upper Gwynedd Township; Whitpain Tow FC: 14

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 12B, 14C

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	2,546											
ROW	581	637											
UTL	NHPP					2,197							
UTL	581					549							
CON	NHPP						12,101						
CON	581						3,025						
CON	NHPP							12,101					
CON	581							3,025					
CON	NHPP								12,101				
CON	581								3,025				
CON	STU									12,101			
CON	581									3,025			
CON	NHPP										12,101		
CON	581										3,025		
		3,183	0	0	0	2,746	15,126	15,126	15,126	15,126	15,126	0	0
		Total FY2017-2020		3,183		Total FY2021-2024		48,124		Total FY2025-2028		30,252	

DVRPC FY 2017-2020 TIP for PA

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: 4/6/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER: Suburban Center

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8G, 12B, 14C

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	581	2,122												
CON	581		5,070											
CON	581			2,032										
		2,122	5,070	2,032	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			9,224	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795 Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045

LIMITS I-76 to Rock Hill Road

Est Let Date: 6/14/2018

IMPROVEMENT Roadway New Capacity

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Gannett/S. New

CMP: Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP:

Widen Belmont Avenue to provide additional lanes, intersection improvements and streetscape improvements; replace railroad overpass from from I-76 to Rock Hill Road. This project will also include improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	LOC	2,300											
ROW	581		3,876										
ROW	LOC		969										
UTL	LOC		500										
CON	STU							7,946					
CON	581							1,986					
CON	STP								7,946				
CON	581								1,986				
CON	STU									7,946			
CON	581									1,986			
CON	STU										7,946		
CON	581										1,986		
		2,300	5,345	0	0	0	0	9,932	9,932	9,932	9,932	0	0
		Total FY2017-2020		7,645		Total FY2021-2024			19,864	Total FY2025-2028			19,864

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 4/6/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF*	449											
UTL	BOF				2,040								
UTL	183				383								
UTL	LOC				128								
CON	BOF					5,731							
CON	183					1,075							
CON	LOC					358							
		449	0	0	2,551	7,164	0	0	0	0	0	0	0
		Total FY2017-2020			3,000	Total FY2021-2024			7,164	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 10/18/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: N

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 \$6,864,799

TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STP		2,185										
UTL	581		546										
CON	TOLL												
CON	SXF			3,800									
CON	SXF				3,799								
CON	TOLL												
CON	TOLL												
CON	STP					4,061							
		0	2,731	3,800	3,799	4,061	0	0	0	0	0	0	0
		Total FY2017-2020		10,330		Total FY2021-2024		4,061		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 11/5/2015

IMPROVEMENT Roadway New Capacity

MRPID:96

MUNICIPALITIES: Upper Merion Township; West Norriton Township

FC: 12; 16

AQ Code:2025M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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 #16703 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU*	10,230												
CON	NHPP*	15,127												
CON	NHPP*		19,643											
CON	NHPP*			15,000										
		25,357	19,643	15,000	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			60,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 1/18/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitmarsh Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitmarsh. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	424											
FD	183	80											
FD	LOC	27											
ROW	STP				93								
ROW	183				17								
ROW	LOC				6								
UTL	STP						49						
UTL	185						10						
UTL	LOC						2						
CON	STP							6,790					
CON	183							1,273					
CON	LOC							424					
		531	0	0	116	0	61	8,487	0	0	0	0	0
		Total FY2017-2020			647	Total FY2021-2024			8,548	Total FY2025-2028			0

MPMS# 74807 North Broad Streetscape Improvements

LIMITS Lansing Avenue to Lynwood Road

Est Let Date: 1/12/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatfield Township

FC: 16

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14C

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP: N

The project will include streetscape improvements such as concrete sidewalks, curbs and street plantings. The preliminary engineering phase was completed by Hatfield Township in 2008.

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - \$100,000

\$20,000 will be provided by Lansdale Warehouse

\$20,000 will be provided by Hatfield Township

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	100											
CON	LOC	40											
		140	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			140	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74816 *Whitemarsh Street Imprv (TE)*

Return

LIMITS Whitemarsh Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Whitemarsh Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP:

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

Has been combined with 74937.

Street Improvements

Whitemarsh Township

Corridor Safety Improvements

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	SXF	1,843												
		1,843	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,843	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77211 PA 309 Connector: Allentown Road to Souderton Pike (HT2)

LIMITS Allentown Road to Souderton Pike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:57

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike to Allentown Road, was carried under MPMS #16438.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass and is listed under MPMS #105803.

Project CMP (Congestion Management Process) commitments include signal and intersection improvements, turning movement enhancements, accommodations for pedestrians and bicyclists, coordination with SEPTA, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	3,480											
FD	581	870											
ROW	STU		1,748										
ROW	581		437										
UTL	STU					669							
UTL	581					167							
CON	STU						8,199						
CON	581						2,049						
CON	STU							8,199					
CON	581							2,049					
CON	STU								8,199				
CON	581								2,049				
		4,350	2,185	0	0	836	10,248	10,248	10,248	0	0	0	0
		Total FY2017-2020		6,535		Total FY2021-2024		31,580		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 78736 E King St O/Manatawney Cr (Bridge)

LIMITS Pottstown Boro

Est Let Date: 7/18/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP			450									
PE	185			113									
FD	NHPP					478							
FD	185					119							
ROW	NHPP						108						
ROW	185						27						
CON	NHPP								4,175				
CON	185								1,044				
		0	0	563	0	597	135	0	5,219	0	0	0	0
		Total FY2017-2020			563	Total FY2021-2024			5,951	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 8/25/2016

IMPROVEMENT Roadway New Capacity

MRPID:55

MUNICIPALITIES: Norristown Borough

FC: 9

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 6

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	10,426											
CON	LOC	2,606											
CON	STU		426										
CON	LOC		106										
CON	STU			6,432									
CON	LOC			1,610									
CON	STU				9,100								
CON	LOC				2,274								
CON	STU					3,320							
CON	LOC					828							
		13,032	532	8,042	11,374	4,148	0	0	0	0	0	0	0
		Total FY2017-2020		32,980		Total FY2021-2024			4,148	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80021 *US 202, Markley Street Improvements (Section 510)*

LIMITS Main Street to Harding Boulevard

Est Let Date: 10/25/2016

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S10

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	6,789												
CON	581	1,697												
CON	STU		6,789											
CON	581		1,697											
CON	STU			6,789										
CON	581			1,697										
		8,486	8,486	8,486	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			25,458	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Creek*

LIMITS Over Pennypack Circle

Est Let Date: 6/29/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 4

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU	424												
FD	183	80												
FD	LOC	27												
ROW	STP		61											
ROW	183		12											
ROW	LOC		3											
CON	STP			2,251										
CON	185			422										
CON	LOC			141										
		531	76	2,814	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,421	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83643 Limekiln Pike (Bridge)o/SEPTA RR

LIMITS Abington Township

Est Let Date: 7/25/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project includes the 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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	581	796												
ROW	581				128									
UTL	185						676							
CON	185								4,567					
		796	0	0	128	0	676	0	4,567	0	0	0	0	
		Total FY2017-2020			924	Total FY2021-2024			5,243	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final 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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	509											
FD	183	95											
FD	LOC	32											
UTL	STP			45									
UTL	183			9									
UTL	LOC			2									
CON	STP							5,573					
CON	183							1,045					
CON	LOC							348					
CON	STU								5,573				
CON	183								1,045				
CON	LOC								348				
CON	STP									5,573			
CON	183									1,045			
CON	LOC									348			
		636	0	56	0	0	0	6,966	6,966	6,966	0	0	0
		Total FY2017-2020			692	Total FY2021-2024			13,932	Total FY2025-2028			6,966

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 84308 US 422 "S" Curve/Stowe Interchange

LIMITS Berks County Line to Schuylkill River

Est Let Date: 10/13/2016

IMPROVEMENT Roadway Rehabilitation

MRPID:135

MUNICIPALITIES: West Pottsgrove Township

FC: 12

AQ Code:S10

PLAN CENTER: Town Center

IPD: 6

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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, 66986. SAFETEA DEMO # 1202 \$1.2 MILLION.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	SXF	220											
UTL	581	58											
CON	581		1,000										
CON	581			18,956									
CON	581				15,184								
CON	581					6,380							
		278	1,000	18,956	15,184	6,380	0	0	0	0	0	0	0
		Total FY2017-2020		35,418		Total FY2021-2024		6,380		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86336 *Congo Road Bridge Replacement*

LIMITS Congo Road over Middle Creek

Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	371											
FD	185	87											
ROW	STP					146							
ROW	185					37							
UTL	STP					146							
UTL	185					37							
CON	STP						1,673						
CON	185						418						
		458	0	0	0	366	2,091	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		458				2,457				0			

MPMS# 86924 *PA 422, Resurfacing (PM2)*

LIMITS Walnut Street to Pleasant Street

Est Let Date: 7/28/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Limerick Township; Lower Pottsgrove Township

FC: 12

AQ Code:S10

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Preventive Maintenance

PennDOT Improvement: Preventive Maintenance

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP*	3,000											
CON	NHPP*		3,000										
CON	NHPP*			3,000									
		3,000	3,000	3,000	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		9,000				0				0			

DVRPC FY 2017-2020 TIP for PA

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: 9/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8F, 12B, 14C

PennDOT Class: Federal Safe Routes to Schools **PennDOT Improvement:** Federal Safe Routes to Schools

NHPP:

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, Swartley, 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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SRTSF	797												
		797	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			797	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 89340 *Bridge Rehab Group S*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: HNTB/NV

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Eight (8) structurally deficient bridges in Chester County and Montgomery County will be rehabilitated. Improvements are to include four (4) bridge deck replacements, two (2) bonded concrete overlays, one (1) bituminous deck overlay, and one (1) steel truss rehabilitation, all with minimal roadway improvement. Estimated service life extensions of fifteen (15) years for rehabilitation and forty (40) years for deck replacement are anticipated.

The bridges are as follows:

Chester County

- 1) Boot Road over PA 100 Bypass (Bridge Key 10402) Deck Replacement in West Whiteland Township;
- 2) South Whitford Road over Valley Creek (Bridge Key 10547) Deck Replacement in West Whiteland Township;
- 3) Ross Fording Road over Octoraro Creek (Bridge key 10518) Steel Truss Rehabilitation in West Fallowfield Township;

Montgomery County

- 4) Welsh Road over Norfolk Southern (Bridge Key 27176) Deck Replacement in Upper Dublin Township;
- 5) Easton Road over Branch Pennypack Creek (Bridge Key 27505) Bonded Concrete Overlay in Upper Moreland;
- 6) Easton Road over PA Turnpike Ramp AB (Bridge Key 27506) Bonded Concrete Overlay in Upper Moreland Township;
- 7) Quakertown Road over Branch Macoby Creek (Bridge Key 27572) Bituminous Deck Overlay in Upper Hanover;
- 8) Linfield Road over Norfolk Southern (MP 34.71), (Bridge Key 27819) Deck Replacement in Limerick Township;

Work to be performed will additionally include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185	3,491											
CON	185		2,000										
		3,491	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		5,491		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92807 PA 73 - Skippack Pike Bridge Replacement

LIMITS over the Skippack Creek

Est Let Date: 10/17/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	NHPP	450													
FD	581	112													
ROW	NHPP					251									
ROW	185					63									
UTL	NHPP							266							
UTL	185							67							
CON	185								4,404						
		562	0	0	0	314	0	333	4,404	0	0	0	0		
		Total FY2017-2020				562	Total FY2021-2024				5,051	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839 Ridge Pike/two RR Bridges

LIMITS PA Turnpike to Carland Road

Est Let Date: 5/17/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU			3,338									
CON	183			625									
CON	LOC			208									
CON	STU				3,338								
CON	183				625								
CON	LOC				208								
CON	STU					3,338							
CON	183					625							
CON	LOC					208							
		0	0	4,171	4,171	4,171	0	0	0	0	0	0	0
		Total FY2017-2020			8,342	Total FY2021-2024			4,171	Total FY2025-2028			0

MPMS# 98225 Butler Pike over Prophecy Creek

LIMITS over Prophecy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102273 *Second Collegeville Bridge Crossing*

LIMITS PA 29 to Ridge/Germantown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:160

MUNICIPALITIES: Collegeville Borough; Lower Providence Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 0

PROJECT MANAGER: L. Guarini

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A, 11A

PennDOT Class: New Bridge

PennDOT Improvement: New Bridge

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185				2,203								
FD	185								1,754				
UTL	185									2,874			
CON	185									18,340			
CON	581										3,677		
CON	185										28,804		
		0	0	0	2,203	0	0	0	1,754	21,214	32,481	0	0
		Total FY2017-2020			2,203	Total FY2021-2024			1,754	Total FY2025-2028		53,695	

MPMS# 102836 *Walk and Bike Pottstown Phase 1 & 2 (TAP)*

LIMITS High Street, Roland Street and Jackson Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

Phase 1: Construct the extension of High Street bike lanes to Roland Street and then along Roland Street to Jackson Street, where a two-way bicycle lane will be created on the Jackson Street ROW, separated from traffic lanes by a 5-ft wide bioswale. Major roadway crossings are proposed to be improved as well. This phase will improve critical connections on the higher speed, higher volume roadways to improve safety for active transportation in the Borough.

Phase 2: Construct extensive restriping project and one way roadway conversion project in order to finalize the remaining bike route system in the Borough of Pottstown.

\$1,000,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102837 *Liberty Bell Trail Connection (TAP)*

LIMITS Multiuse Trail connecting Madison Development with proposed Andale Green residential development.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 2

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The construction of a multi-use trail making connections through Lansdale Borough to complete a section of the Liberty Bell Trail. The sections will include a direct connection from the proposed skate park through the Madison Lot Development, across Main Street to the future SEPTA bus stop on Railroad Avenue, extend along Railroad Avenue to the new Municipal Complex, extend across Broad Street to a signalized track crossing of the Stoney Creek branch to the proposed Andale Green residential development.

\$635,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 104278 *Walk and Bike Pottstown - Phase 3*

LIMITS

Est Let Date: 12/1/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Federal Safe Routes to Schools

PennDOT Improvement: Federal Safe Routes to Schools

NHPP:

Walk and Bike Pottstown will create a comprehensive walking and bicycling network enabling 3,000 students to walk or bicycle safely to school, and adults of all ages to walk or bike for work or leisure, with links to neighboring municipalities.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$300,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

See MPMS# 10283 for Phases 1 & 2 of Walk and Bike Pottstown, which were awarded with \$1,000,000 in TAP - Large Urbanized Area (DVRPC Regional TAP) funds.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SRTSF	300											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		300				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104280 *First Avenue Road Diet (TAP)*

LIMITS N. Gulph Road to Allendale Road

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This is a road diet project along the entire length of First Avenue from N. Gulph Road to Allendale Road by reducing the number of travel lanes while maintaining acceptable vehicular traffic operations, which will allow excess existing paved roadway to provide improved facilities for other users such as bicyclists, pedestrians and transit users. Work will also involve converting the entire length of First Avenue from four (4) through lanes with no auxiliary left-turn or right-turn lanes to a three (3) lane configuration with one through lane in each direction and a center two-way left-turn lane and areas of painted median to facilitate movements into the existing commercial and office driveways along the roadway. The remaining roadway area will be converted to 5 foot bicycle lanes on each side of the road. Additionally, a mid-block raised pedestrian crosswalk including pedestrian signals, signs and markings will be provided. The crosswalk treatments will be designed to maximize pedestrian safety and will include advanced in-street yield to pedestrian markings accompanied by overhead flashing beacons and high visibility markings.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$430,856 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TAP	431												
		431	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			431	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104281 *Elkins Park West Commercial District Streetscape*

LIMITS Church Road - Old York Road to Stahr, Elkins Park West Commercial District, Elkins Park, PA 19027

Est Let Date: 12/1/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:X12

PLAN CENTER:

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

Implement a shovel-ready project to furnish and install sidewalk and crosswalk infrastructure, curb ramps, pedestrian signals and signalization streetscape enhancements, on four main secondary thoroughfares in the commercial core: Old York Rd, Church Rd and Stahr Rds and Old York Road Spur in Elkins Park West, PA 19027.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104282 *Virginia Drive Road Diet and Trail (TAP)*

LIMITS Virginia Drive from west of Camphill Road to Office Center Drive

Est Let Date: 11/24/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement

NHPP:

Funds will provide for the reconstruction of Virginia Drive from west of Camphill Road to Office Center Drive in the Fort Washington Office Park to provide a three lane Road Diet cross section as opposed to the existing four lane section. Removal of the fourth lane allows for construction of a multi-use trail between the Highland and Camphill Athletic Complex and the existing termination point of the multi-use trail on Virginia Drive. This trail construction will cover the 0.5 mile missing section of the regional Cross County trail by linking Virginia Dr. with trails along Camphill Road, Highland Avenue, and the Montgomery County Bike Lane network. Lastly, two undersized culverts will be replaced during roadway reconstruction; the intersection with Camphill Road will be signalized; fence will be installed along Pine Run Creek; and project will include minor drainage elements and minor utility relocation.

Currently, the trail system of Fort Washington Office Park (FWOP) is disjointed; culverts are undersized and roadway geometry is substandard at Camphill Road. This area is routinely flooded, traffic calming is required to control speeding, and bikes and pedestrians lack adequate dedicated areas and safety improvements that are required to address over 130 crashes in the past 20 years.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

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

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 104309 *School Zoning Signalization*

LIMITS Walnut St. from West Ave. to Greenwood Ave. and West Ave. from Walnut St. to Florence Ave.

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Jenkintown Borough

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Lis

CMP:

PennDOT Class: Federal Safe Routes to Schools **PennDOT Improvement:** Federal Safe Routes to Schools

NHPP:

The project will install new school zone lights and provide for the expansion and modernization of an existing school zone. Flashing 15 MPH speed limit signals throughout the designated school zone on Walnut Street will be provided to increase motorists' awareness of the designated school zone in this section of Walnut St. Project will also upgrade existing flashing signals on West Ave. with LED signals will produce a cost savings for the Borough as they will use less energy than the existing signals. These signals are outdated and in need of replacement.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$90,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project is eligible for SRTS funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SRTSF	90												
		90	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			90	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105134 *First Ave Linear Park/Streetscape*

LIMITS First Ave in King of Prussia Business Park

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: HNTB/A. Kim

CMP:

PennDOT Class: MultiModal **PennDOT Improvement:** MultiModal

NHPP:

Funding is provided for a linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	e581	1,200												
		1,200	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,200	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105665 *Abington Township Traffic Signal LED Upgrades*

New

LIMITS Critical traffic signal intersections in Abington Township, Montgomery County

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center; Town Center

IPD: 5

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Abington Township will be upgrading 20 critical intersection with new highly efficient LED Traffic Signal Bulbs. These bulbs will replace those that were previously installed. Upgrading of degrading LED Traffic Signals on critical corridors. The ones we are proposing to replace were installed 14 years ago and have now reached their life expectancy.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	25												
CON	LOC	25												
		50	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			50	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105666 *Ashbourne Road and New Second Street*

New

LIMITS The intersection of Ashbourne Road and New Second Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves the replacement of a temporary pedestal pole with a permanent traffic signal mast arm including signals and wiring. The original mast arm was severely damaged when a tree fell on it. The existing pole foundation must be demolished and a new foundation and conduit must be installed. The controller cabinet was also damaged and must be replaced and rewired. In 2012, a tree fell at this intersection. The mast arm and signal was damaged beyond repair and a temporary pedestal pole and signal was installed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	18												
CON	LOC	19												
		37	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			37	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105667 *GPS Time Clock Upgrades - (Cheltenham Twp)*

New

LIMITS Limekiln Pike / Easton Road Corridor

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:NRS

PLAN CENTER: Town Center

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves the installation of GPS time clocks at six intersections in the Limekiln Pike / Easton Road corridor to improve the coordination of signals in downtown Glenside. This project could also be coordinated with two signals in Abington Township. The Limekiln Pike corridor between the Arcadia/Mt Airy exit of Route 309 and Glenside is frequently traveled and is often congested, particularly in the area of Glenside Avenue and the three signals between the 309 ramps and Church Road. Township staff and PennDOT review has determined that better coordination of the traffic signals in this corridor will improve the performance of these intersections. PennDOT representatives suggest that the installation of GPS time clocks will help ensure that any retiming efforts for this corridor do not drift and coordination remains in effect. The intersections proposed in this grant will be coordinated with retiming efforts on Easton Road between Glenside Avenue and Royal Avenue, in addition to Limekiln Pike and Willow Grove Avenue and two intersections in Abington (Limekiln/Edge Hill and Limekiln/Mt. Carmel).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	7													
CON	LOC	7													
		14	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			14	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105668 *In-Sync Integration - (Cheltenham Twp)*

New

LIMITS Greenwood Ave, Longfellow Ave & Rices Mill Rd with system at Greenwood Ave and Rt 309

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves integration of the intersection at Greenwood Ave, Longfellow Ave and Rices Mill Rd with the In Sync traffic control module at Greenwood Avenue and Route 309/Ogontz Ave to improve traffic flow and safety at both intersections.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	A-073	22													
CON	LOC	22													
		44	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			44	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105669 *Intersection Upgrades at Arcadia University*

New

LIMITS Intersections of Limekiln Pike & Church Road and Limekiln Pike & Easton Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves the upgrade of two intersections to improve pedestrian and ADA accessibility. The improvements at Limekiln Pike and Church Road will address the need for blind pedestrian accommodations, improve ADA compliance of push buttons, and provide signs related to the number of pedestrian crossings at the intersection. The scope includes: additional Type B push button posts in each corner and associated conduit, accessible pedestrian signals, relocation of no turn on red signs and new pedestrian ahead signs for the intersection. At Limekiln Pike and Easton Road, improvements will involve upgrading the current Accessible Pedestrian System (APS) and providing Type B push button posts. These improvements, in conjunction with the work scoped in our grant application to improve the GPS time clocks in the Limekiln Pike/Easton Road corridor, will go a long way to improve pedestrian and vehicular circulation in the area.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	25												
CON	LOC	26												
		51	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			51	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105670 *Shoppers Lane and Ogontz Avenue*

New

LIMITS Intersection Shoppers Ln with Ogontz Ave, approximately 1,000 ft north of Ogontz Ave & Cheltenham Av

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project involves the study, development and construction of safety improvements to the intersection of Shoppers Lane and Ogontz Avenue. Drivers making left turns from Shoppers Lane on to Ogontz Avenue, do so from a lane that permits drivers to make left turns or go straight into the shopping center across Ogontz Avenue. Through this grant, the Township seeks to study the intersection, develop an action plan and make improvements to the intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	3												
FD	LOC	2												
CON	A-073		4											
CON	LOC		5											
		5	9	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			14	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105671 *Germantown Pike Fiber ITS Extension*

New

LIMITS Germantown Pike from its current terminus at Potshop Rd to the signalized intersection at Trooper Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Norriton Township

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This proposal aims to improve safety of the existing transportation system and reduce traffic congestion along Germantown Pike and at its critical intersections by extending the existing fiber optic network along Germantown Pike from its current terminus at Potshop Road to the signalized intersection at Trooper Road in East Norriton Township. Signal equipment improvements will be isolated to the intersection of Germantown Pike and Trooper Road. The project completes the fiber optic backbone along Germantown Pike through the entirety of East Norriton Township from Arch Road to Trooper Road (15 intersections in total) and connects all of those signals to the Transportation Management Center in King of Prussia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	10												
FD	LOC	10												
CON	A-073		134											
CON	LOC		134											
		20	268	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			288	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105672 *Route 113 Corridor*

New

LIMITS The Route 113 Corridor

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Franconia Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will involve a comprehensive upgrade to the traffic signals along the Route 113 Corridor including the intersections of Allentown Road (SR 1001), Godshall Road, Cowpath Road (SR 1011) and Schoolhouse Road (SR 1007). Traffic flow from the side streets emptying onto Route 113 would be greatly improved by installing a Wavetronix Radar Detection System to these signals, especially during peak hours.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	27												
CON	LOC	28												
		55	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			55	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105673 *Byberry Road (SR 2009) & Warminster Road (SR 2040)*

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:R1

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project includes the upgrade of the existing signal equipment at the intersection and the re-striping of the northbound approach to a dedicated left and shared through-right lane configuration. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and does not comply with the Americans with Disabilities Act (ADA) design requirements.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	18													
FD	LOC	19													
CON	A-073		137												
CON	LOC		138												
		37	275	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			312	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105674 *Jacksonville Road (SR 0332) & Montgomery Avenue*

New

LIMITS Intersection of Jacksonville Road and Montgomery Avenue in Hatboro

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:S6

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project includes the upgrade of the existing signal equipment at the intersection and the upgrade of the equipment associated with the adjacent railroad crossing, including the fiber optic signs mounted on the mastarms, the railroad pre-emption system and installation of pedestrian gates at the railroad crossing. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and is not compliant with the Americans with Disabilities Act (ADA) design requirements. Additionally, the Borough would like to install pedestrian gates at the adjacent at-grade railroad crossing for increased pedestrian safety. Extensive coordination with the adjacent railroad will be required for this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	74													
FD	LOC	74													
CON	A-073		541												
CON	LOC		541												
		148	1,082	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			1,230	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105675 **Lansdale Traffic Signal Modernization**

New

LIMITS 10 intersections within Lansdale Borough

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center; Town Center

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The objectives of the Lansdale Traffic Signal Modernization Project are to replace incandescent signal indications with energy efficient LEDs, install audible pedestrian signals within the downtown business district, replace failing loop detectors with non-invasive video and radar detection, install emergency vehicle pre-emption at Main & Broad Streets, and provide a connection between Lansdale Borough's signal system and PennDOT's TMC.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	A-073	15													
PE	LOC	15													
FD	A-073		9												
FD	LOC		9												
CON	A-073			161											
CON	LOC			161											
		30	18	322	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			370	Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105677 **Traffic Signal Modernization**

New

LIMITS Bethlehem Pike and Dager Rd, Tennis Ave and Norristown Rd, Bethlehem Pike and Tennis Rd

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project includes the upgrade of traffic signal equipment at three intersections within Lower Gwynedd Township. These intersections include Bethlehem Pike and Dager Road, which lies completely within Lower Gwynedd Township, Tennis Avenue and Norristown Road, which borders Lower Gwynedd Township and Upper Dublin Township, as well as Bethlehem Pike and Tennis Road, which lies on the border of Lower Gwynedd Township, Ambler Borough, and Upper Dublin Township. This upgrade will include new controllers, pedestrian equipment, including push buttons and signal heads with countdown timers, battery backups, and upgrading the LED signal heads at each intersection. Additionally, since ADA curb ramps are not currently provided at the intersection of Bethlehem Pike and Dager Road, provision of ADA curb ramps is also included for that intersection.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	9													
FD	LOC	9													
CON	A-073		123												
CON	LOC		123												
		18	246	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			264	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105678 Lower Merion Township - Phase 1

New

LIMITS Vicinity of Lancaster Avenue and E. Wynnewood Avenue.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center; Town Center

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Township desires to add three (3) adaptive signal installations to a system of three (3) adaptive signals, bringing the total system to six (6) intersections. The adaptive operation in this area is required to facilitate the safe and efficient flow of traffic through a constrained roadway network. Additionally, the township will upgrade failed vehicle detection at number of signalized intersections to video detection. This modification will restore actuated operation to these locations, yielding significant reduction in delay and queueing during peak and off-peak hours. The township will replace a large number of failed communication switches that were originally installed by a PennDOT signal interconnect project, which will restore communications between the PennDOT District 6-0 Regional Traffic Management Center (RTMC) and the Township's signal systems along Lancaster Avenue (SR 0030), Conshohocken State Road (SR 0023), and Montgomery Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	35												
FD	LOC	35												
CON	A-073		469											
CON	LOC		469											
		70	938	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		1,008			Total FY2021-2024				0	Total FY2025-2028				0

MPMS# 105679 S.R.232 and S.R.2009 Emergency Preemption

New

LIMITS Various locations, see description

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:S6

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

In an effort to reduce emergency response times and enhance traffic safety, Lower Moreland Township would like to install emergency preemption devices at the following intersections: Huntingdon Pike and Welsh Road, Huntingdon Pike and Red Lion Road, Huntingdon Pike and Byberry Road, Byberry Road and Pine Road, Byberry Road and Buck Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	2												
FD	LOC	3												
CON	A-073		30											
CON	LOC		30											
		5	60	0	0	0	0	0	0	0	0	0	0	
Total FY2017-2020		65			Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105680 LED PROJECT AT SURREY LANE & EGYPT ROAD

New

LIMITS EGYPT ROAD & SURREY LANE NEAR RT 422 ON AND OFF RAMPS.

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Providence Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will replace the traffics lights with LEDs.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	1											
CON	LOC	1											
		2	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		2				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

MPMS# 105681 Lower Salford Township Traffic Signal LED Upgrades

New

LIMITS 5 intersection locations along S.R. 0063 (Main St) within the township

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:NRS

PLAN CENTER: Rural Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The proposed project will replace existing, aged LED bulbs at five of the eleven signalized intersections located along S.R. 0063 (Main St.) within Lower Salford Township. The five intersections selected as part of this project have not been upgraded in some time and have some of the oldest traffic signal equipment in the Township. The LED traffic signals installed at these intersections are all over 10 years of age. The age of these lenses have exceeded their standard life expectancy and are overdue for replacement. Studies indicate that LED lenses have an increased probability of failure and are subject to a degradation in intensity over time, sometimes falling below the ITE thresholds.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	1											
FD	LOC	1											
CON	A-073		8										
CON	LOC		9										
		2	17	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		19				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105682 Lower Salford Township Traffic Signal Maintenance

New

LIMITS S.R. 0063 (Main St/Sumneytown Pike), S.R. 0113 (Harleysville Pike), and S.R. 1058 (Wambold Road)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:NRS

PLAN CENTER: Rural Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project includes the annual maintenance of the traffic signals within Lower Salford Township located along S.R. 0063 (Main St/Sumneytown Pike), S.R. 0113 (Harleysville Pike), and S.R. 1058 (Wambold Road). The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Lower Salford Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	8												
CON	LOC	8												
		16	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			16	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105683 New Hanover Township - LED Upgrades

New

LIMITS North Charlotte Street (S.R. 0633) and Swamp Pike

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project proposes to upgrade the existing incandescent lenses to LED lenses at the intersection of North Charlotte Street (S.R. 0633) and Swamp Pike. The signalized intersection of North Charlotte Street and Swamp pike is currently utilizing a majority of incandescent traffic signal lenses. Incandescent bulbs draw significantly more power and have a shorter life expectancy than LED lenses. The Township is proposing to replace the existing incandescent lenses with LED lenses.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	3												
CON	LOC	3												
		6	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			6	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105684 *New Hanover Township Signal Maintenance*

New

LIMITS Various intersection, see description

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: New Hanover Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Signal maintenance activities associated with four signals located along designated corridors in New Hanover Township. The routine maintenance activities will provide for continued functionality and compliance with the current signal permits.

The project is located in New Hanover Twp and includes the following intersections located along designated corridors: N Charlotte St/Swamp Pike, Layfield Rd/Hoffmansville Road, Big Road/New Hanover Square Road, and N Charlotte Street/Buchert Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	3											
CON	LOC	4											
		7	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		7				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

MPMS# 105685 *Royersford Borough Traffic Signal Modernization*

New

LIMITS Intersection of Main Street & 4th Street Intersection of Main Street & 5th Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Royersford Borough

FC:

AQ Code:NRS

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Borough desires to modernize two (2) antiquated signalized intersections to meet current standards along Main Street, which carries an ADT of approximately 13,000-15,000 vehicles. Work will include new mastarms, overhead signal heads, pedestrian signal heads with APS, and video vehicular detection. The project locations are currently utilizing antiquated signal equipment and structures, and are operating in a fixed-time mode, which results in unnecessary delay to pedestrian and vehicle traffic. The proposed project will upgrade both the physical equipment, and improve the safety and efficiency of the operation by implementing new traffic signal structures (mastarms), LED signal heads, hand/man pedestrian signal heads with countdown timers, and video detection to facilitate actuated operation.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	16											
FD	LOC	16											
CON	A-073		217										
CON	LOC		217										
		32	434	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		466				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105686 *Allentown Road and Fretz Road/Derstine Road*

New

LIMITS The Allentown Road (SR 1001) and Fretz Road/Derstine Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project consist of modernization of the exiting traffic signal equipment by replacing the existing pole mounted traffic controller assembly with a new base mount traffic signal controller assembly, with uninterruptable power supply and emergency backup generator plug. Replace the existing vehicle loop detectors with video detectors and dilemma zone detection. Optimize the traffic signal operation timing, phasing and time of day operation. The Allentown Road (SR 1001) and Fretz Road/Derstine Road traffic signal is one of the oldest installations in Towamencin Township. It was installed in 1992 and has not seen any major upgrades. This signal has experienced loop detection failures that require the signal to cycle to the side streets even if there are no vehicles present, causes traffic back-ups and congestion on the Allentown Road. The loop detector failures not only impact the operation of the traffic signal and traffic flow but also add to the township's annual maintenance expenses. This intersection also has no back-up power source or ability to run an emergency back-up generator, which leaves the signal inoperable during power outages posing a hazard to motorists traveling through the intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	3												
PE	LOC	4												
CON	A-073		49											
CON	LOC		48											
		7	97	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			104		Total FY2021-2024				0		Total FY2025-2028	

MPMS# 105687 *Limekiln Pike and Dillon RoadMeetinghouse Road*

New

LIMITS Intersection of Limekiln Pike and Dillon RoadMeetinghouse Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project proposes to install video detection, radar dilemma zone detection, base mounted controller cabinet with UPS, and LED Signal replacement. The intersection currently has inductive loops which require replacement and the LED signal indications are currently near the end of their life cycle.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	4												
FD	LOC	3												
CON	A-073		49											
CON	LOC		49											
		7	98	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			105		Total FY2021-2024				0		Total FY2025-2028	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105688 *Pennsylvania Avenue Adaptive Signal Control System*

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township; Whitemarsh Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project includes the installation of an Adaptive Signal Control Technology for six intersections within Upper Dublin and Whitemarsh Townships. The existing interconnected signal system experiences fluctuations in traffic due to the proximity of the PA Turnpike, Regional Rail Station and Fort Washington Office/Industrial Park.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
FD	A-073		12										
FD	LOC		12										
CON	A-073			299									
CON	LOC			300									
		20	24	599	0	0	0	0	0	0	0	0	0
Total FY2017-2020		643				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

MPMS# 105689 *Susquehanna Road Traffic Signal Upgrades*

New

LIMITS Susquehanna Road (S.R. 2017) between Camp Hill Road and Butler Pike

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project proposes to replace existing inductance loops with video detection, replace LED signal indications, and install countdown pedestrian signal heads at five intersections along Susquehanna Road. These intersections currently have inductance which require replacement due to the heavy traffic along the roadways. Also, the existing signal heads have LED's which are approaching or have passed their anticipated life cycle and there are 8" signal heads for pedestrians. There are also left turn movements that meet or are close to meeting warrants for left turn advance phases.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	6											
FD	LOC	6											
CON	A-073		84										
CON	LOC		84										
		12	168	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		180				Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105690 Video Detection Upgrades - (Upper Moreland Twp)

New

LIMITS Easton Road and Blair Mill Road, Easton Road and Fitzwatertown Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center

IPD: 3

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project proposes to replace the existing inductance loops with video detection at two major intersections in the township. The intersections currently have inductance loops which require constant replacement due to heavy truck traffic.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	3													
FD	LOC	2													
CON	A-073		33												
CON	LOC		32												
		5	65	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		70			Total FY2021-2024				0				Total FY2025-2028		0

MPMS# 105691 LED Signal Upgrade - (Upper Providence Twp)

New

LIMITS All signalized intersections along state hwy's w/in Upper Providence that have not been upgraded

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project includes the upgrade of LED signal heads along all of the intersections along state highways within Upper Providence Township, with the exception of some intersections along Egypt Road, which have recently been upgraded as part of a development project. Upper Providence Township installed LED signal heads throughout the Township over several years, with the final installation occurring more than five years ago. These were first generation LED signals and some of the individual pixels within several of the signal heads are no longer working properly, which reduces the visibility of the overall signal head. The overall life expectancy of these first-generation signals is five to seven years old, which indicates that the currently installed LED heads are approaching the end of their useful life. It is time to upgrade the previously installed LED signals. The Township would like to upgrade the LED heads throughout the Township to improve their visibility.

TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	A-073	3													
FD	LOC	3													
CON	A-073		43												
CON	LOC		43												
		6	86	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		92			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105692 *Intersection Improvements SR 3014 & SR 3003*

New

LIMITS The intersection of Joshua Rd (SR3014) and Stenton Avenue (SR3003)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitmarsh Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Intersection will be widened to provide separate left turn lanes on all four approaches with complete replacement, modernization, and upgrade of all traffic signal hardware and equipment. Whitmarsh Township is proposing the improvements in accordance with a Settlement Agreement between Highway Materials Inc. and Whitmarsh Township et al in MCCCCP Docket No. 09-41816, related to the "Creekside Commons" Development on Stenton Avenue. The proposed improvements are in accordance with a PennDOT approved Traffic Impact Study for the "Creekside Commons" Development.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	594												
CON	LOC	593												
		1,187	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,187	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105693 *LED Conversion for Five Intersections - (Whitpain Twp)*

New

LIMITS At various intersections, see description

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:NRS

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Whitpain Township would like to convert all existing incandescent traffic signal bulbs to LED bulbs at five (5) intersections within the Township. The intersections combined contain a total of 134 lamps (43 signal heads). The signal heads currently use incandescent bulbs.

The intersections for the desired improvements are located at Morris Road & School Road, Morris Road & Tournament Drive, Skippack Pike & Union Meeting Road, Skippack Pike & Walton Road, and Butler Pike & Norristown Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	A-073	1												
FD	LOC	1												
CON	A-073		13											
CON	LOC		14											
		2	27	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			29	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105694 Traffic Signal Maintenance - (Worcester Twp)

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Worcester Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project includes the annual maintenance of the traffic signals located along the state highways within Worcester Township. The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Worcester Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	5												
CON	LOC	5												
		10	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			10	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105803 PA 309 Connector: Souderton Pike to PA 309 (HT3)

New-B

LIMITS Souderton Pike to PA 309

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:57

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Rd between Souderton Pike and County Line Road and improve the connection to PA 309. This is a breakout of Phase 2.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU										3,461			
FD	TOLL													
ROW	STU												23,497	
ROW	581												5,874	
UTL	581												2,937	
CON	STU												3,013	
CON	NHPP												16,959	
CON	581												4,993	
		0	0	0	0	0	0	0	0	0	3,461	0	57,273	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			60,734

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 106326 *Union Street Grade X-ing*

New

LIMITS Between Penn St and Maple Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Hatfield Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD: 1

PROJECT MANAGER: MAL/ M. Lang

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Installation of railroad warning devices.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX				208								
		0	0	0	208	0	0	0	0	0	0	0	0
		Total FY2017-2020			208	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107126 *US 202-610 TSM Improvements*

New-B

LIMITS Township Line Rd and Arch Rd, Township Line Rd and North Wales Rd

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: East Norriton Township; Plymouth Township; Whitpain Township; Wo **FC:**

AQ Code:2030M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: TSS/M. Fausto

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP: N

Intersection improvements at two intersections as follows:

1)Township Line Rd. (SR 3001) and Arch Rd. (T-367): proposed work includes widening of the western approach of Township Line Rd. to provide a dedicated right turn lane, widening of Arch Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

2)Township Line Rd. (SR 3001) and North Wales Rd. (T-377): proposed work includes widening of Township Line Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

This project is a construction breakout from MPMS# 50364 (Section 610). Pre-construction phases were advanced under MPMS# 50364 for FD phase, and MPMS 63490(Section 61N) for ROW and UTL phases.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	2,400											
CON	581	600											
		3,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			3,000	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107179 Fort Washington Office Park, Cross County Trail Final Segment (TAP)

New

LIMITS Western Access Drive of 1100 Virginia Drive to Susquehanna Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER: Suburban Center

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will construct the final 0.65 mile missing segment of the Cross County Trail along the north side of Virginia Drive as a Bicycle/Pedestrian facility with a 10' to 12' wide asphalt surface from the Western Access Drive of 1100 Virginia Drive to Susquehanna Road. Three signalized intersections will be modified to include new ADA ramps for the trail crossings and updated pedestrian signal equipment.

Project was awarded \$750,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107180 Powerline Trail Connection - Phase 1 (TAP)

New

LIMITS US 202 Parkway Trail with the Township Building and Community and Recreation Center

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Phase 1 of the Powerline Trail is a 10 foot multi-use trail connecting an existing and heavily used US 202 Parkway Trail with the Township Building as well as the Township's newly constructed Community and Recreation Center. This trail is a Primary Trail in "The Circuit." This will not only connect one of the region's spine trail corridors with the community center, it will also improve safety at several major road crossings for trail users. Important destinations exist along the proposed route including the Montgomery Township Municipal Building and the Montgomery Township Police Department. It will provide a first class multi-use trail to a large concentration of Montgomery Township's population connecting the new Township's Community & Recreation Center as well as the US 202 Parkway Trail.

Project was awarded \$850,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107455 Abington Township - 2015 ARLE (ARLE 6)

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Township has identified this intersection in the past for an upgrade to improve the traffic signal equipment while addressing the pedestrian accommodations and has developed a conceptual improvement plan (attached). The improvement plan consists of the following:

- * Installation of a channelization island on the NW corner of the intersection.
- * Installation of a Bump-out on the SE corner of the intersection
- * Installation of pavement markings within the intersection to guide motorists along Mt. Carmel Avenue.
- * Installation of pedestrian crossings and ADA compliant curb ramps
- * Installation of new traffic equipment, including video detection and overhead street name signs.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	264												
		264	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			264	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107456 Cheltenham Township - 2015 ARLE (ARLE 6)

New

LIMITS Intersection of Glenside Avenue and Rices Mill Road

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S6

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Cheltenham Township is applying for an ARLE grant in the amount of \$83,597 for a \$98,350 project to make pedestrian improvements at the intersection of Glenside Avenue and Rices Mill Road. The project will include design and installation of the improvements, to include the upgrade of ADA ramps, installation of crosswalks, and installation of pedestrian signals.

Cheltenham Township is pursuing the project at the request of local residents who desire a safe way to cross the intersection to access the recreational, commercial and other neighborhood attractions in the immediate area. Due to the geometry of the intersection and lack of pedestrian facilities, crossing this intersection on foot is not safe. The Township completed a study of this intersection through the Local Safe Roads Communities Program, which confirmed that this intersection does have safety issues when it comes to pedestrian accessibility, and recommends improvements to the pedestrian facilities at this intersection.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	84												
		84	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			84	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107457 Limerick Township - 2015 ARLE (ARLE 6)

New

LIMITS Lewis Road (SR 4013)

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Limerick Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 0

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The scope of the project includes the development of new timing plans, consistent with peak school arrival and dismissal times as well as peak commuter time period. Additionally, incorporate this traffic signal into the existing nearby traffic signal system to provide a better coordinated flow of traffic between the intersections.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	244	16													
		16	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			16	Total FY2021-2024				0	Total FY2025-2028				0

Total For	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
Montgomery	\$113,700	\$86,849	\$99,393	\$80,002	\$379,944	\$337,997	\$273,806

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17407 *Erie Ave o/ Conrail (Bridge)*

LIMITS Between North Third Street and North Lawrence Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER:

IPD: 6

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	185			269											
ROW	185					1,150									
UTL	STP					61									
UTL	185					16									
CON	STP						3,640								
CON	185						910								
		0	0	269	0	1,227	4,550	0	0	0	0	0	0		
Total FY2017-2020		269			Total FY2021-2024				5,777				Total FY2025-2028		0

MPMS# 17409 *Coulter St/SEPTA *B2*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: Gannett/S. New

CMP:

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves the rehabilitation or replacement of the Coulter Street (S.R. 4011) bridge over SEPTA, in the City of Philadelphia, Philadelphia County, Pennsylvania. This roadway is a vital local connector for the surrounding communities and is also on SEPTA's Bus Route K. The existing structure is a steel riveted thru girder superstructure founded on masonry abutments. The deck and superstructure of the bridge have been rated to be in poor condition with the substructure rated to be in fair condition. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	581	642													
FD	581			760											
ROW	581			281											
UTL	581			844											
CON	581					3,582									
		642	0	1,885	0	3,582	0	0	0	0	0	0	0		
Total FY2017-2020		2,527			Total FY2021-2024				3,582				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

LIMITS over SEPTA Cynwyd Line

Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 2

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	185	546												
FD	185		255											
ROW	NHPP		44											
ROW	185		11											
UTL	NHPP		44											
UTL	185		11											
CON	NHPP					4,514								
CON	185					1,128								
		546	365	0	0	5,642	0	0	0	0	0	0	0	
		Total FY2017-2020			911	Total FY2021-2024				5,642	Total FY2025-2028			0

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

LIMITS Woodland Avenue to Bartram Avenue

Est Let Date: 3/1/2018

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER: Metropolitan Subcenter

IPD: 7

PROJECT MANAGER: TWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	CAQ	1,290												
FD	LOC	323												
CON	CAQ			9,121										
CON	LOC			2,280										
		1,613	0	11,401	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			13,014	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS Betsy Ross Bridge to Torresdale Ave.

Est Let Date: 10/27/2016

IMPROVEMENT Intersection/Interchange Improvements

MRPID:68

MUNICIPALITIES: Near Northeast Philadelphia

FC: 16

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

This project will extend Adams Avenue (SR 1026), which is located east of Tacony St. and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes, etc. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	581	4,825												
CON	581		2,832											
CON	581			7,098										
CON	581				4,545									
		4,825	2,832	7,098	4,545	0	0	0	0	0	0	0	0	
		Total FY2017-2020			19,300	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17816 Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003

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

Est Let Date: 6/9/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

The purpose of the project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight (8) total bridges will be rehabilitated. The four (4) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures).

(1) The Chestnut St. Bridge over the 30th Street Lower is part of the 11-span bridge mainly built in 1932 that also carries Chestnut Street over the AMTRAK railroad and I-76. The bridge is composed of 11 simple spans of non-composite steel built-up stringers supported on steel built-up column bents. This project includes rehabilitation to spans 1, 2, and 11. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the 30th Street Station Historic Site. Spans 3 to 10 were recently rehabilitated under MPMS #64844, SR 3010, Section PRR (30th Street Bridges (6 structures) Over Amtrak's Northeast Corridor Rail Lines).

(2) The Chestnut St. Bridge over the Schuylkill River was built in 1912, replaced in 1958, and rehabilitated in 1983. The bridge is a two span continuous deck riveted girder bridge superstructure with deep riveted floorbeams and rolled stringers. Two additional simple approach spans also exist with similar superstructure type. The proposed work includes deck replacement, replacing bearings, painting the superstructure, and substructure repairs. The bridge is not eligible for listing in the National Register.

(3) The Chestnut St. Bridge over the CSX freight railroad line and abandoned railroad right-of-way was built in 1864 and is a stone/brick closed spandrel arch bridge. The bridge is part of a former larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries 3 lanes of Chestnut Street with sidewalks. The proposed work includes masonry restoration/repair of the brick arch, replacement of sidewalks, waterproof and replacement of the roadway. The sidewalks will be widened, and repairs will be made to the spandrel walls and retaining walls. The arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the Ramcat/Schuylkill Historic District.

(4) The Chestnut St. Bridge over 24th Street is a 3-span closed spandrel brick arch bridge with stone spandrel walls and fascia rings. There is a main span over the 24th Street roadway and side spans over existing sidewalks. Cantilevered sidewalks on the bridge were added ca. 1910 and are supported by steel framing. The proposed work includes masonry restoration/repair of the structure, and major deck, roadway, and sidewalk work. Repairs will be made to the spandrel walls and retaining wall and the arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is located within the Ramcat/Schuylkill Historic District.

(5) The Schuylkill Avenue West Bridges (2) over I-76 (Schuylkill Expressway) were built in 1959 and are composed of non-composite rolled stringers supported on built up column bents. These structures carry 4 to 5 lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting. The bridges are not individually eligible for listing in the National Register, but are recommended as a contributing resource to the 30th Street Station Historic Site.

(6) Ramp A and B were built with the Schuylkill Avenue West Bridges and are of similar construction. These structures require LMC deck overlay replacement, deck joints replacement, steel repairs, and painting. The bridges are not eligible 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU	2,400											
ROW	NHPP	4,000											
ROW	185	1,600											
CON	NHPP	11,245											
CON	185	2,811											
CON	NHPP		11,245										
CON	185		2,811										
CON	NHPP			11,245									
CON	185			2,811									

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), 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 3 to 4) 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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP*	2,102											
PE	581*	525											
FD	NHPP	6,000											
FD	581	1,500											
FD	NHPP		6,000										
FD	581		1,500										
FD	NHPP			6,000									
FD	581			1,500									
FD	NHPP				6,000								
FD	581				1,500								
UTL	NHPP	5,304											
UTL	581	1,326											
UTL	NHPP		5,304										
UTL	581		1,326										
UTL	NHPP			5,304									

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

UTL	581			1,326										
UTL	NHPP											5,304		
UTL	581											1,326		
		16,757	14,130	14,130	14,130	0	0	0	0	0	0	0	0	
		Total FY2017-2020		59,147		Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 46956 **North Delaware Avenue Extension SR:0000**

LIMITS Lewis Street to Buckius Street

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

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 Buckius Street, approximately a mile and 1/2 further north. The roadway will include a sidewalk and shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve as an alternative to route for local truck traffic in order to get that traffic off of narrow Richmond Street. Phase 1A of this project has been let under this MPMS #46956 for construction on 11/7/2013, and this project is the design parent of MPMS #102102 (North Delaware Avenue Phase 1B).

Other recreational facilities associated with this project include the North Delaware River Greenway trail, sponsored by the PA Environmental Council. The trail is roughly 10 to 11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. MPMS #61712 provides a full description of these sections, which will be broken out to individual projects at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek, MPMS #46956 and #79830.
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Princeton Avenue (Tacony Boat Ramp), MPMS #61712.
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Princeton Avenue to Pennypack Park trail, MPMS #79832.
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Pleasant Hill Park (Linden Avenue Boat Ramp), MPMS #79833.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	STU	699												
ROW	LOC	174												
UTL	STU	170												
UTL	LOC	42												
CON	STU	2,971												
CON	LOC	743												
		4,799	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		4,799		Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS Langley Ave. 26th Street to Broad Street

Est Let Date: 7/14/2016

IMPROVEMENT Roadway Rehabilitation

MRPID:67

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S10

PLAN CENTER: Metropolitan Subcenter

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

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. Langley Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers.

TEA 21 Earmark - ID# 0122 - (\$1,537,648) and TEA 21 Earmark - ID# 1723 - (\$2,050,199) are under PA ID# 086. Balance available: \$2,405,847

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	2,405											
CON	e581	1,200											
CON	LOC	2,700											
CON	e581		3,000										
		6,305	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		9,305		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46959 I-95 Design Review Manager SR:0095

Return

LIMITS Race St. to Neshaminy Creek

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	NHPP	800												
PE	581	200												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

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: 6/9/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	STP	432												
PE	581	108												
CON	581	3,500												
		4,040	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020	4,040		Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

Est Let Date: 2/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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 32.0 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF	1,738											
CON	183	325											
CON	LOC	108											
CON	BOF		1,138										
CON	183		213										
CON	LOC		71										
CON	BOF			6,603									
CON	183			1,238									
CON	LOC			412									
CON	BOF				720								
CON	183				135								
CON	LOC				45								
		2,171	1,422	8,253	900	0	0	0	0	0	0	0	0
		Total FY2017-2020		12,746		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*

LIMITS Ridge Avenue to Wayne Avenue

Est Let Date: 3/9/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC: 14; 16

AQ Code:S10

PLAN CENTER:

IPD: 6

PROJECT MANAGER: TWB/V. Fleysch

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP	214												
FD	LOC	53												
CON	STP		3,462											
CON	LOC		865											
CON	STU			3,462										
CON	LOC			865										
		267	4,327	4,327	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			8,921	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57902 City Wide 3R Betterments

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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.

See MPMS #105092 for CW104 package.

September 2015 balance: FY15 – PE: \$132,000 Local; FY17 – CON: \$1,011,000 (\$809,000 STU/\$202,000 Local), FY18 – CON: \$2,500,000 (\$2,000,000 STP/\$500,000 Local), FY20 – CON: \$13,916,000 (\$10,600,000 STU/\$533,000 STP/\$2,783,000 Local)

TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	1,408											
PE	LOC	352											
PE	STP		960										
PE	LOC		240										
FD	STP		804										
FD	LOC		201										
FD	STU			804									
FD	LOC			201									
CON	STU					9,600							
CON	LOC					2,400							
CON	STU						9,600						
CON	LOC						2,400						
CON	STU							8,000					
CON	LOC							2,000					
CON	STU								8,000				
CON	LOC								2,000				
		1,760	2,205	1,005	0	12,000	12,000	10,000	10,000	0	0	0	0
		Total FY2017-2020		4,970		Total FY2021-2024		44,000		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

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: 10/22/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The PA Environmental Council 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 4 main sections, the overall trail is about 10-11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, that have been or will be broken out into separate MPMS#s at the appropriate time.

(1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains. Note that the Port Richmond Trail (MPMS #90482) that has been constructed begins at Allegheny Ave. /Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge. The Port Richmond Trail (MPMS #90482) and North Delaware Avenue Extension (MPMS #46956) is approximately 2.25 miles long and was funded with TIGER and CMAQ funds.

(2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch 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 (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).

(3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river's edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.

(4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and 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). This was advanced with \$51,795 earmark funds from LY10 of PA ID #464.

A total of \$2,562,976 earmark funds remaining from PA ID #s 242, 262, 464, 615, and 671 are for the sections (except MPMS #90482):

- PA ID #242 - \$471,425 of the original \$546,425 from 2003 Appropriations Bill.
- PA ID #262 - \$183,994 of the original \$750,000 from 2004 Appropriations Bill.
- PA ID# 464 - \$0 of the original \$8,000,000 from SAFETEA DEMO #2649.
- PA ID# 615 - \$1,406,386 of the original \$3,000,000 from SAFETEA DEMO #4805.
- PA ID# 671 - \$501,171 of the original \$500,000 from SAFETEA DEMO #363.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF*	1,874												
		1,874	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,874	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 6B, 6C

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP*	6,630											
		6,630	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		6,630		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 3/23/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 4

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 7A, 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	200											
FD	185	50											
CON	NHPP		5,327										
CON	185		1,331										
CON	NHPP			12,526									
CON	581			400									
CON	185			2,731									
CON	NHPP				10,927								
CON	185				2,731								
CON	NHPP					9,326							
CON	185					2,331							
		250	6,658	15,657	13,658	11,657	0	0	0	0	0	0	0
		Total FY2017-2020		36,223		Total FY2021-2024		11,657		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final 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: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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 reinforced concrete overlay. The project could 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	STP	292											
UTL	TOLL												
UTL	STP	292											
CON	185		3,188										
		584	3,188	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		3,772		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69913 **Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

LIMITS Over Schuylkill River

Est Let Date: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) that crosses the Schuylkill River and Amtrak railway tracks and is located between Woodland Avenue and 34th Street in the City of Philadelphia. This project involves rehabilitating the pier caps on the bridge, and may also include minor deck repairs due to the spalling. The purpose of this project is to extend the service life of the bridge which was built in 1976. 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 existing bridge's pier caps are missing welds and members and have minor section loss. The 3-span, 155'-long and BO'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls.

This bridge has bike lanes and is a companion project to MPMS #96222, Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden, which will create/re-allocate space on the Gray's Ferry Bridge to provide for the City's first "cycle track" (a separated two way bike lane) and improve bike facilities on Paschall Avenue, 49th, Gray's Avenue and Lindbergh Avenue to connect the Gray's Ferry Crescent section of the Schuylkill River Trail over to the entrance of Bartram's Garden. \$600,000 (\$400,000 CMAQ/ \$200,000 Matching local funds) was approved during the 2012 CMAQ Competitive Program selection process for the "Cycle Track" 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	581	2,854												
CON	185	2,683												
CON	581		2,707											
CON	185		4,166											
CON	185			2,240										
CON	581			1,350										
		5,537	6,873	3,590	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			16,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69914 *Fifth Street over Conrail (Bridge)*

LIMITS Between West Bristol Street and Hunting Park Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU		209											
FD	185		52											
ROW	STU			360										
ROW	185			90										
UTL	185				71									
CON	STP					2,866								
CON	185					716								
		0	261	450	71	3,582	0	0	0	0	0	0	0	
Total FY2017-2020		782			Total FY2021-2024				3,582			Total FY2025-2028		0

MPMS# 70231 *Swanson Street Reconstruction*

LIMITS Delaware Avenue to Oregon Avenue

Est Let Date: 4/15/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 0

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STP			810										
FD	LOC			203										
ROW	STP					5,731								
ROW	LOC					1,433								
CON	STP						3,279							
CON	LOC						819							
CON	STP							3,279						
CON	LOC							819						
CON	STP								3,279					
CON	LOC								819					
		0	0	1,013	0	7,164	4,098	4,098	4,098	0	0	0	0	
Total FY2017-2020		1,013			Total FY2021-2024				19,458			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70243 *American Street Streetscape (TIGER)*

LIMITS Girard Avenue to Indiana Avenue

Est Let Date: 7/27/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This is an industrial corridor with plentiful local truck traffic, characterized by a wide right-of-way, on-street parking, few bicycle or pedestrian amenities, and extensive impervious surfaces resulting in large amounts of stormwater runoff. This project consists of streetscape improvements including curbing, paving, sidewalk improvements, crosswalks, traffic management, landscaping, and possible bicycle facilities, as well as extensive stormwater management improvements. TIGER grant funding awarded in 2015 will allow for reconstruction of the center median, formerly a rail right-of-way, to include expanded green stormwater improvements. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

This project has been awarded \$5,000,000 in Federal TIGER grant funding which will be used for construction.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC	852												
FD	STU	1,279												
FD	LOC	888												
CON	STU		7,378											
CON	TIGER		5,000											
CON	LOC		3,945											
		3,019	16,323	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			19,342		Total FY2021-2024				Total FY2025-2028			
							0				0			

MPMS# 72597 *Ben Franklin Bridge Philadelphia Operational Improvement*

LIMITS Vine Street, Benjamin Franklin Bridge to 9th St

Est Let Date: 11/2/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

IPD: 2

PROJECT MANAGER: AECOM/P. Shultes

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will improve signing on the westbound Ben Franklin Bridge and the roadway system exiting the bridge in Philadelphia. The purpose is to improve traffic flow efficiency and safety for vehicles exiting the bridge onto I-676, local Vine Street and other city streets and the west end of the Ben Franklin Bridge. (All of the proposed signing is on the downside of the Benjamin Franklin Bridge as it enters Philadelphia. There is no work west of 6th Street.)

PA ID#251

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	SXF		576											
		0	576	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			576		Total FY2021-2024				Total FY2025-2028			
							0				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

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

LIMITS City-wide

Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	SXF	2,564												
CON	LOC	679												
		3,243	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,243	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 75804 *University Av/CSX Rail (Bridge)*

LIMITS Between Grays Ferry Avenue and Schuylkill Expressway

Est Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 3

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	NHPP			675										
PE	185			169										
FD	NHPP					716								
FD	185					179								
ROW	185						61							
UTL	185						61							
CON	NHPP							3,547						
CON	185							887						
		0	0	844	0	895	122	4,434	0	0	0	0	0	
		Total FY2017-2020			844	Total FY2021-2024				5,451	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2

LIMITS Vicinity of Philadelphia District Schools

Est Let Date: 11/5/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysch

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Installation of bumpouts and related safety improvements in school zones throughout the City of Philadelphia.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	94											
CON	STU*	1,039											
		1,133	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,133		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78757 **JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station)**

New-B

LIMITS Between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

Rehabilitation of the structurally deficient; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

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

This is a breakout from MPMS #69828.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
STUD	TOLL														
STUD	NHPP	400													
PE	185	400													
FD	185	750													
ROW	TOLL														
ROW	NHPP		1,000												
ROW	TOLL														
ROW	NHPP			1,000											
UTL	TOLL														
UTL	NHPP		200												
UTL	TOLL														
UTL	NHPP			800											
CON	NHPP			5,600											
CON	185			1,400											
		1,550	1,200	8,800	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			11,550	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78764 W Girard Ave O/CSX (Bridge)

LIMITS City of Philadelphia

Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	212											
ROW	185	53											
UTL	NHPP	679											
UTL	185	170											
CON	NHPP			4,826									
CON	185			1,207									
		1,114	0	6,033	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		7,147		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79686 *I-95, Columbia Avenue to Ann Street (GR1)*

LIMITS Columbia Ave. to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79832 *North Delaware Riverfront Greenway project, Sec 3*

LIMITS Milnor/Disston Sts. to Pennpack Cr

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The City of Philadelphia Parks and Recreation and Delaware River City Corporation (DRCC) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

BREAK INTO 4 SEPARATE PROJECTS

MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2

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

MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - \$471,425 of the original \$546,425 from 2003 Appropriations Bill.

-PA ID #262 - \$183,994 of the original \$750,000 from 2004 Appropriations Bill.

-PA ID# 464 - \$0 of the original \$8,000,000 from SAFETEA DEMO #2649.

-PA ID# 615 - \$1,406,386 of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$501,171 of the original \$500,000 from SAFETEA DEMO #363.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU	688												
CON	TOLL													
		688	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			688	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange Advance Contract (AFI)

LIMITS Allegheny Avenue Interchange

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Interstate Maintenance Program **PennDOT Improvement:** Interstate Maintenance Program

NHPP: Y

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

This project includes the local road improvements in support of 1-95 AF3 and AF4 (main line 1-95). The project will reconstruct and widen Richmond Street from Ann Street to Allegheny Avenue. Richmond Street will be widened to provide 11-foot travel lanes and 8-foot parking lanes. The SEPTA trolley tracks will be reconstructed in Richmond Street. As part of this project utilities will be relocated outside of the trolley tracks and aerial utilities will be moved underground. Amenities such as street trees, pedestrian lighting and new sidewalk are included as part of this project.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	3,183											
ROW	TOLL												
UTL	NHPP		874										
UTL	581		219										
CON	NHPP		4,000										
CON	581		500										
CON	185		500										
CON	NHPP			4,000									
CON	185			500									
CON	581			500									
CON	NHPP				4,000								
CON	581				500								
CON	185				500								
CON	NHPP					4,000							
CON	581					500							
CON	185					500							
		3,183	6,093	5,000	5,000	5,000	0	0	0	0	0	0	0
		Total FY2017-2020			19,276	Total FY2021-2024			5,000	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80054 *Bridges Over Vine Street Expressway (I-676) (PAB)*

LIMITS Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon ctd Let Date: 12/11/2014

IMPROVEMENT Bridge Repair/Replacement MRPID:104

MUNICIPALITIES: Philadelphia City **FC:** 11; 14 AQ Code:S19

PLAN CENTER: Metropolitan Center IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding .ubcorridor(s): 3A, 4B, 7A, 10A, 14A

PennDOT Class: Bridge Replacement **PennDOT Improvement:** Bridge Replacement **NHPP:** Y

This project involves rehabilitating or replacing four superstructures (19th Street, 20th Street, Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway) over I-676 in the City of Philadelphia. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and includes the intersection realignment of 20th and Winter Street. 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 that were previously included in MPMS# 79473 and 85059 respectively, have been incorporated into this project.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway 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. The project will now be advanced to construction under one contract with funding reflected in two MPMS #: 80054 and 88767. The total cost for reconstruction of the seven structures is approximately \$125 million.

Preliminary engineering for all seven structures was included in MPMS# 80054, including \$975,000 that addressed 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 MPMS# 90096 and MPMS# 90097.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	NHPP*	2,897											
		2,897	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,897		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80104 *Henry Ave Corridor Safety Improvements, Phase 1 SR:3009*

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report including; installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase, except integrated corridor management initiative; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

FD (\$1,200,000 estimate), UTL (\$100,000 estimate), ROW (\$100,000 estimate), and CON (\$5,500,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2017-2020		0				Total FY2021-2024				0			
Total FY2025-2028		0											

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81292 *Frankford Av/Frankford Ck (Bridge)*

LIMITS Between Torresdale Avenue and Castor Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 7

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	185			675											
FD	185					984									
ROW	185							63							
UTL	185							1,267							
CON	185								5,871						
		0	0	675	0	0	984	1,330	5,871	0	0	0	0		
		Total FY2017-2020			675	Total FY2021-2024				8,185	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 83736 *Roosevelt Blvd over Wayne Junction (WAV)*

LIMITS Over Wayne Junction

Est Let Date: 3/8/2018

IMPROVEMENT Bridge Repair/Replacement

MRPID:102

MUNICIPALITIES: Philadelphia City

FC: 12

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	581	1,167												
CON	NHPP			8,440										
CON	581			2,110										
CON	NHPP				8,440									
CON	185				2,110									
CON	NHPP					16,882								
CON	185					4,220								
CON	NHPP						16,882							
CON	185						4,220							
CON	NHPP							16,881						
CON	185							4,220						
		1,167	0	10,550	10,550	21,102	21,102	21,101	0	0	0	0	0	
		Total FY2017-2020		22,267		Total FY2021-2024			63,305			Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85417 *Allegheny Avenue Safety Improvements*

LIMITS Ridge Ave to Aramingo Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:A2

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 14A, 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

This project will install 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; and reconfigure the intersection of Germantown Ave., Sedgley Ave. and 11th St. to reduce pedestrian crossing distances and driver confusion.

FD (\$900,000 estimated), UTL (\$450,000 estimated), ROW (\$100,000 estimated), and CON (\$7,000,000 estimated) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP												
CON	HSIP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

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

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 5

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

PennDOT Class: Federal Safe Routes to Schools

PennDOT Improvement: Federal Safe Routes to Schools

NHPP:

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. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks that make the sidewalks uneven 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.

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

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

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 4/13/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 6

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU	1,018												
FD	185	255												
ROW	STP		87											
ROW	185		22											
UTL	STP		699											
UTL	185		175											
CON	185							11,401						
		1,273	983	0	0	0	0	11,401	0	0	0	0	0	
		Total FY2017-2020		2,256		Total FY2021-2024			11,401		Total FY2025-2028			0

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

LIMITS I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S7

PLAN CENTER:

IPD: 4

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 4B, 4C

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	TOLL													
CON	NHPP*		2,300											
CON	TOLL				2,800									
CON	NHPP													
		0	2,300	0	2,800	0	0	0	0	0	0	0	0	
		Total FY2017-2020		5,100		Total FY2021-2024			0		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92554 *Ridge Ave Over Amtrak (Bridge)*

LIMITS 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 7/18/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP		656										
FD	185		164										
ROW	STP			198									
ROW	185			50									
UTL	STP				223								
UTL	STU				102								
UTL	185				81								
CON	STP					1,910							
CON	185					477							
CON	STU						1,910						
CON	185						477						
		0	820	248	406	2,387	2,387	0	0	0	0	0	0
		Total FY2017-2020		1,474		Total FY2021-2024		4,774		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS Roosevelt Boulevard exit at PA 611/Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 5

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	185	796													
FD	STP				742										
FD	185				185										
ROW	581					10									
ROW	185					50									
UTL	185					299									
CON	NHPP						2,952								
CON	185						738								
		796	0	0	927	359	3,690	0	0	0	0	0	0		
Total FY2017-2020		1,723			Total FY2021-2024				4,049				Total FY2025-2028		0

MPMS# 96109 *City ADA Ramps Project*

LIMITS City of Philadelphia

Est Let Date: 10/20/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	STP	771													
FD	LOC	193													
CON	STP		3,480												
CON	LOC		870												
CON	STU			3,480											
CON	LOC			870											
		964	4,350	4,350	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		9,664			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS City of Philadelphia No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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: Landeshdown - 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	CAQ				1,000									
		0	0	0	1,000	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 **59th Street over AMTRAK**

LIMITS 59th Street over AMTRAK No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:S19

PLAN CENTER: IPD: 5

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 7A

PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration **NHPP:**

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 98230 **Tabor Road over Tacony Creek**

LIMITS Tabor Road over Tacony Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:S19

PLAN CENTER: IPD: 7

PROJECT MANAGER: TSS/S. New **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 5G

PennDOT Class: Bridge Restoration **PennDOT Improvement:** Bridge Restoration **NHPP:**

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102102 North Delaware Avenue Phase 1B

LIMITS Orthodox St to Buckius Street

Est Let Date: 2/16/2017

IMPROVEMENT Roadway New Capacity

MRPID:66

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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 will include sidewalks and a shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve local truck traffic as an alternative to narrow Richmond Street. This is a breakout of design parent MPMS #46956.

Other recreational facilities associated with this project include the \$15 million North Delaware Riverfront Greenway Trail, sponsored by the PA Environmental Council. 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.

Project CMP (Congestion Management Process) commitments include amenities for bicycles and pedestrians. 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 2013-2014 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		5,245										
CON	LOC		1,311										
		0	6,556	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		6,556		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102134 *Henry Ave Corridor Safety Improvements, Phase 2*

LIMITS Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Gannett/B. Masi

CMP:

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report and includes installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

FD (\$300,000 estimate), UTL (\$250,000 estimate), ROW (\$500,000 estimate), and CON (\$3,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102274 *Schuylkill River Swing Bridge (TIGER)*

LIMITS Schuylkill River south of Grays Ferry Ave.

Est Let Date: 1/26/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Part of the Schuylkill River Trail and the regional trail network, 'The Circuit,' this project will provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River, allowing users to access destinations and services throughout South and Southwest Philadelphia and Center City. Completing a river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge set in the 'open' position since its closing in 1976, will connect the recently completed Grays Ferry Crescent Trail with the Bartram's Mile Trail currently in design by Philadelphia Parks and Recreation, further connecting with the East Coast Greenway and Cobbs Creek Trail through the TIGER funded Bartram's Garden Trail and 58th Street Connector. The project will utilize portions of the abandoned bridge to construct a multi-purpose bicycle and pedestrian trail structure, replacing the main truss with a smaller, lighter movable span to maintain access for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. The crossing will also accommodate emergency vehicles. 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).

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

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

This project has been awarded \$3,265,000 in Federal TIGER grant funding which will be used for construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC	474												
FD	LOC	316												
ROW	STU		50											
UTL	STP		50											
CON	TIGER		3,265											
CON	STU		4,900											
CON	581		5,000											
CON	LOC		260											
CON	OTH		475											
		790	14,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			14,790	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102280 *Broad Street Pedestrian Crossing Improvements (ARLE 4)*

ARLE

LIMITS Crosswalks on South Broad Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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 (2013 ARLE funds) award: \$1,200,000 (\$400,000 Final Design/ \$800,000 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	244	400												
CON	244	800												
		1,200	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,200	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 102281 *L.E.D. Street Light Improvement Program (ARLE 4)*

ARLE

LIMITS Throughout the City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: MS/V. Temino

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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 (2013 ARLE funds) award: \$850,000 (\$260,000 Final Design/ \$590,000 Construction). Round 4 of ARLE awarded approximately a total of \$8.8 million statewide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	244	260												
CON	244	590												
		850	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			850	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102839 *South Philadelphia Neighborhood Bikeway (TAP)*

LIMITS 13th and 15th Streets from South Street to Oregon Ave

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Center

IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

This project provides for installation of high level street treatments to sign bikeway routes, such as green-backed sharrows, white parking lines, new crosswalks and signage on a pair of north-south streets and brand them as "Neighborhood Bikeways" so that they attract bicyclists away from Broad Street and serve as bicycle friendly streets. As a pair they would create a bicycle friendly corridor serving the heart of South Philadelphia, a rapidly revitalizing area that has a high bicycle mode share.

\$250,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 103218 *Ashton Road Grade Crossing*

LIMITS Between Tolbut Street and Jenny Place

Est Let Date: 5/17/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER:

IPD: 3

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Ashton Road grade crossing which is located between Tolbut Street and Jenny Place the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	0	0	215	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		215				0				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103219 *Blue Grass Road Grade Crossing*

LIMITS Between Gregg Street and Welsh Road

Est Let Date: 6/14/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER: Suburban Center

IPD: 7

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

This project will install a railroad warning lights at the Blue Grass Road grade crossing which is located between Gregg Street and Welsh Road the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX					215							
		0	0	0	0	215	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			215	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 **I-95: Bridge Street Ramps (Section BS5)**

New-B

LIMITS N. Delaware Ave. Extension from Buckius St. to Tacony St.

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project is a construction breakout of Section BSR (MPMS #47811). The BS5 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 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

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 CMP strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	SXF		1,968										
ROW	581		32										
UTL	SXF	3,000											
CON	NHPP					14,448							
CON	581					3,612							
CON	NHPP						14,448						
CON	581						3,612						
CON	NHPP							14,448					
CON	185							3,612					
CON	NHPP								14,448				
CON	185								3,612				
		3,000	2,000	0	0	18,060	18,060	18,060	18,060	0	0	0	0
		Total FY2017-2020			5,000	Total FY2021-2024			72,240	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104179 Philadelphia Traffic Calming (ARLE 5)

LIMITS City of Philadelphia No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:NRS

PLAN CENTER: IPD:

PROJECT MANAGER: MS/V. Temino **CMP:** Not SOV Capacity Adding

PennDOT Class: Safety Improvement **PennDOT Improvement:** Safety Improvement **NHPP:**

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. A toolbox of traffic calming measures will be employed together with clear warrants for their use for 10 to 15 locations citywide.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104284 Frankford Creek Greenway Section 1

LIMITS Aramingo Drive to Delaware Avenue Est Let Date: 8/25/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks **CMP:**

PennDOT Class: Transportation Enhancement **PennDOT Improvement:** Transportation Enhancement **NHPP:**

The project will fund the construction for the greenway from Aramingo Dr. to Delaware Ave, linking two integral disconnected trail facilities and the surrounding on-road bicycle network. Significant amount of unused right-of-way on Wheatsheaf Lane and Lewis Street provides opportunity to convert area into multi-use greenway sidepath without changing lane widths and maintaining the functionality of roadway. Gateways at either end of greenway will provide trail users with information and directional signage which will direct greenway users to the East Coast Greenway (Port Richmond Trail) and Adams Avenue Connector. The route will be 100% within City right of way along Wheatsheaf Lane, Richmond Street and Lewis Street, connecting Adams Ave Connector to East Coast Greenway.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

This project additionally received \$1,250,000 DVRPC/Large Urbanized Area regional (TAU) funds.

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104367 *Robbins Ave ISIP*

LIMITS Robbins Avenue (SR 0013)

Est Let Date: 8/11/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at 4 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	175												
CON	sHSIP		325											
		175	325	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			500	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104368 *Cottman Ave ISIP*

LIMITS Cottman Avenue (SR 0073)

Est Let Date: 8/11/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers at 16 intersections and additional second overhead signals for motor vehicles on Cottman Ave at 8 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	280												
CON	sHSIP		520											
		280	520	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			800	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 104381 *Levick Street ISIP*

LIMITS Levick Street (SR 1008)

Est Let Date: 8/11/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Levick Street at 7 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	344												
CON	sHSIP		639											
		344	639	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			983	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 104385 *Ridge Ave ISIP*

LIMITS Ridge Avenue (SR 3009)

Est Let Date: 8/11/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Center

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project will install pedestrian countdown signal heads at 12 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers at 11 intersections with mast arms and two overhead signals per approach for motor vehicles Ridge Ave. at 11 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	420												
CON	sHSIP		780											
		420	780	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,200	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105092 *Citywide Resurfacing 104*

LIMITS City of Philadelphia

Est Let Date: 2/9/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of this project is to restore roadway surfaces to fully functional and optimal conditions; provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- 5th St. - Lehigh Ave. to Luzerne St.; G001, Minor Arterial
- 40th St. - Baltimore Ave. to Girard Ave.; G080, Urban Collector
- Bainbridge St. - Broad St. to Grays Ferry Ave.; G022, Urban Collector
- Enterprise Ave. - Island Ave. To I-95; G178, Minor Arterial
- Green Ln - Main St. to Ridge Ave.; G558, Minor Arterial
- Island Ave. - Penrose Ave. to Enterprise Ave.; G178, Minor Arterial
- Krewstown Rd. - Grant Ave. to Rising Sun Ave.; G497, Minor Arterial
- Leverington Ave. - Main St. to Ridge Ave.; G114, Minor Arterial
- Morrell Ave. - Academy Rd. to Frankford Ave.; G701, Urban Collector
- South St. - Broad St. to Front St.; G018, Minor Arterial/Principal Arterial

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
FD	STU	764												
FD	LOC	191												
CON	STU		4,079											
CON	LOC		1,019											
CON	STP			4,079										
CON	LOC			1,019										
CON	STU				4,079									
CON	LOC				1,019									
		955	5,098	5,098	5,098	0	0	0	0	0	0	0	0	
		Total FY2017-2020			16,249	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105290 *Ben Franklin Bridge Operational Improvements*

LIMITS Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

Est Let Date: 11/2/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

IPD: 2

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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.

Related to MPMS #72597

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
FD	TOLL														
FD	STU		400												
CON	TOLL														
CON	STU			3,350											
		0	400	3,350	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			3,750	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped - with the exception of Germantown Avenue, which is surfaced with historically-designated granite block pavers. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Ogontz Avenue, Cheltenham Avenue to Belfield Avenue

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	679											
FD	LOC	170											
CON	STU		4,079										
CON	LOC		1,019										
CON	STU			4,079									
CON	LOC			1,019									
CON	STU				4,079								
CON	LOC				1,019								
		849	5,098	5,098	5,098	0	0	0	0	0	0	0	0
		Total FY2017-2020		16,143		Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105695 *Cottman Avenue Corridor*

New

LIMITS Cottman Avenue from Castor Avenue to Roosevelt Boulevard

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project addresses a section of Cottman Avenue consisting of five lanes: two eastbound lanes, one center lane and two westbound lanes. This is a heavily trafficked commercial corridor is a concentration point for pedestrian-related crashes. It consists of design and construction of fiber optic signal interconnect as well as safety and transit improvements which also leverage and green storm water management infrastructure and pedestrian enhancements. The project seeks to improve safety and the user experience for pedestrians, transit riders and drivers within this busy transit hub. Currently, the center lane alternates between a dedicated left turn lane and a shared left turn lane. The project proposal calls for the construction of medians will lead to clearer definition of turn bays and more reliable traffic progression and safer pedestrian crossing and circulation. These segments have been chosen mitigate pedestrian activity with the effect on vehicular traffic. The medians will incorporate stormwater management practices contributing to environmental benefits as well.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	A-073	25													
PE	LOC	25													
FD	A-073		25												
FD	LOC		25												
CON	A-073			678											
CON	LOC			678											
		50	50	1,356	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			1,456	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105696 *Germantown Avenue Fiber Connection and Pedestrian*

New

LIMITS Walnut Lane to Washington Lane, Johnson to Upsal Streets, and Seymour to Rockland Streets

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will extend the City's fiber optic network along the Germantown Avenue commercial corridor serving the northwest section of the City including historic Germantown and Mt. Airy. The corridor is served by the longest transit Route in the City (SEPTA Route 23) which has been identified for potential restoration of trolley service. This is a prime location for future implementation of TSP. The project incorporates a number of pedestrian improvements including pedestrian countdown signals and LED pedestrian street lights to fill in five blocks cut out of previous pedestrian lighting projects because of funding limitations.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	12												
PE	LOC	12												
FD	A-073		12											
FD	LOC		13											
CON	A-073			361										
CON	LOC			361										
		24	25	722	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			771	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 105697 *Roosevelt Boulevard ITS Communication Expansion*

New

LIMITS Roosevelt Boulevard from Southampton Road to Harbison Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

IPD: 7

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Installation of OTN switches and related communication hardware at 29 controllers along Roosevelt Blvd in order to access and connect to the city's integrated traffic management system (KITS). Roosevelt Blvd is a Class 1 Arterial street with several transit routes. Roosevelt Blvd is not presently tied into the integrated traffic management system (KITS). Signals along this corridor regularly experience communication breakdowns. State has already approved fiber optic cable installation with direct connection to the traffic management center.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	A-073	131												
CON	LOC	131												
		262	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			262	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105698 *West Girard Avenue Signal Upgrades*

New

LIMITS West Girard Avenue between W. College Avenue & N. 31st Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Center

IPD: 6

PROJECT MANAGER: Daniel Farley

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Proposed project will include the following improvements: Streetscape improvements including gateway features at both ends of West Girard Avenue shopping district, street trees, wayfinding signage and repair of existing Belgian block. Full signal upgrades, including controller upgrades, fiber interconnect installation along the corridor to optimize signals and to communicate directly with TOC for real-time Kimley-Horn integrated traffic systems (KITS) management. The project location is a dilapidated, but vital, commercial section of Lower North Philadelphia. Existing problems include pedestrian accessibility and safety, lack of a positive sensibility, aging infrastructure, aging traffic equipment, and a lack of communication with the future City Traffic Operations Center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	A-073	10												
PE	LOC	10												
FD	A-073	10												
FD	LOC	10												
CON	A-073		260											
CON	LOC		275											
		40	535	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			575	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 106362 *Westmoreland Street over Conrail (TIGER)*

New

LIMITS Between 3rd and 4th Streets

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: HNTB/A. Kim

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will remove the Westmoreland Street pedestrian footbridge over the abandoned rail right-of-way between 3rd and 4th Streets and replace it with a continuous, at-grade roadway including ADA-compliant sidewalks. Located in close proximity to two schools, a recreation center, the new roadway will provide continuous vehicle access and increased pedestrian safety, improving neighborhood circulation and connectivity.

This project has been awarded \$2,000,000 in Federal TIGER grant funding which will be used for construction. All other costs will be covered by the City.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	LOC	450												
FD	LOC	300												
CON	TIGER		2,000											
CON	LOC		750											
		750	2,750	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			3,500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106708 I-95 Planning Assistance

New

LIMITS I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

Tasks:

- 1.Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
- 2.Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
- 3.Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
- 4.Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line.
- 5.Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
- 6.Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
- 7.Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
- 8.Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
- 9.Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
- 10.Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
- 11.Coordinate with freight industry representatives on construction activities and detour routes.
- 12.Provide mapping and Geographic Information Systems (GIS) support as requested.
- 13.Provide support in coordinating and developing legal agreements, as needed.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	STU		124											
PRA	581		31											
		0	155	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			155	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106991 **5th Street Signal Improvements**

New

LIMITS Godfrey Ave to Cheltenham Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 8

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will systematically implement low-cost improvements at signalized intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 5th Street from Godfrey Avenue to Cheltenham Avenue.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	sHSIP	125													
FD	sHSIP	175													
		300	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		300			Total FY2021-2024				0				Total FY2025-2028		0

MPMS# 106992 **2nd Street Signal Improvements**

New

LIMITS Lehigh Avenue to Rising Sun Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 2nd Street from Lehigh Avenue to Rising Sun Avenue.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
PE	sHSIP	125													
FD	sHSIP	175													
		300	0	0	0	0	0	0	0	0	0	0	0		
Total FY2017-2020		300			Total FY2021-2024				0				Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

New

LIMITS Girard Avenue to Knights Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps and intersection lighting. The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Replacing the existing outdated signal controllers results in the need to address coordination along the corridor, and installing interconnect to ensure effective progression along this corridor of closely spaced traffic signals to help mitigate congestion-related crashes, minimize aggressive driving, and operate the corridor on a real-time basis from the City's new Traffic Operations Center. The project will also include the installation of curb extensions as traffic calming measures at select documented problematic locations to improve pedestrian safety.

The limits of the signalized interconnect is Frankford Avenue from Girard Avenue to Knights Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	150												
FD	sHSIP	250												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			400	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 106994 *Rising Sun Ave Signal Improvements*

New

LIMITS Wingohocking Street to Olney Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Rising Sun Avenue from Wingohocking Street to Olney Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	125												
FD	sHSIP	175												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			300	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106995 **Castor Ave Signal Improvements**

New

LIMITS Aramingo Avenue to Hunting Park Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will address intersection and pedestrian vital safety focus areas. The project will also systematically implement low-cost improvements at signalized intersection including overhead signals, signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Castor Avenue from Aramingo Avenue to Hunting Park Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP	150												
FD	sHSIP	250												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			400	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107181 *Chelten-Greene Plaza Reconstruction (TAP)*

New

LIMITS Chelten-Greene Plaza

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 6

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City will implement a more cohesive design of the Chelten-Greene Plaza, as the plaza needs to be replaced. A stakeholder group of businesses, residents, and community leaders agreed upon the following guiding principles:

- 1) Create a gateway into Vernon Park and the Chelten Avenue business district;
- 2) Create a plaza space that feels larger, safer, and more open;
- 3) Provide adequate bus shelter space;
- 4) Connect the plaza to Vernon Park, both physically and visually; and
- 5) provide a safe route to school for approximately 450 students who attend the Imani Education Circle.

Charter School, a K-8th grade school located across the street from the site at 5612 Greene Street.

The existing plaza was constructed approximately 30 years ago. Currently, the plaza is in poor physical condition. Specific challenges include: a sunken portion that tends to collect litter and is generally unoccupied because it is perceived as dirty and unsafe; a lack of ADA-compliant curb ramps between the Plaza and adjacent blocks; and a lack of connection to Vernon Park, despite being directly adjacent.

The project was awarded \$370,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107182 *City of Philadelphia SRTS (Non-infrastructure) (TAP)*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will fund a comprehensive SRTS program that will plan, implement, and evaluate activities to encourage walking and biking to school: bicycle and pedestrian safety student lessons, encouragement activities, traffic education to families and neighbors, enforcement near key schools, funding SRTS manager, and outreach.

Project was awarded \$450,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107183 *Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)* **New**

LIMITS Stephen Girard Elementary School and Southwark School No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD: 8

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** **PennDOT Class:** **PennDOT Improvement:** **NHPP:**

A critical pedestrian and bicycle safety infrastructure around two of our highest crash schools will be installed. This will complement current child pedestrian and bicycle safety education efforts. Two schools have been selected for pedestrian and bicycle safety infrastructure improvements, including Stephen Girard Elementary School and Southwark School. Both schools are located in South Philadelphia in dense urban neighborhoods.

Project was awarded \$950,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107197 *Manayunk Bridge Trail Site Amenities (TAP)* **New**

LIMITS Philadelphia to Montgomery County No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City **FC:** AQ Code:A2

PLAN CENTER: IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher **CMP:** **PennDOT Class:** **PennDOT Improvement:** **NHPP:**

This project will add site amenities to the Manayunk Bridge Trail which connects Philadelphia and Montgomery Counties: lighting, benches, planters and signage will provide for greater usage and safety. The Manayunk Bridge Trail connects Philadelphia to Lower Merion Township in Montgomery County over the Schuylkill River connecting the Schuylkill River Trail/Manayunk Canal Towpath/Main Street in Manayunk to Cynwyd Heritage Trail in Bala Cynwyd.

Project was awarded \$600,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107198 **Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)**

New

LIMITS High priority bicycle corridors throughout the City

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The project will convert over 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way. There are twelve high priority bicycle corridors for protected facilities that are included in this project and spread throughout the City.

Project was awarded \$300,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

Regional TAP funds will fund the following locations:

1. The Spruce/Pine Streets Pair Protected Bicycle Lanes will add a vertical element to these bicycle lanes in Center City Philadelphia, which were the City's first pavement striped buffered bicycle lanes in 2009. These are a major east-west pair from 22nd Street to Front Street and connect to several bicycle routes and trails to the west, south, and north.
2. The South/Lombard Streets Protected Bicycle Lanes will add a vertical element to the pavement buffered lanes on the South Street Bridge, on South Street from 27th to 22nd, on 27th from Lombard Street to South Street, and on Lombard from 22nd to 27th. This is a major connection route east-west between University City and Center City, will significantly increase the safety of these bicycle lanes and encourage new users. This route is part of the highest Indego Bikeshare routes, as released by Indego tracking in fall 2015.
3. The 13th/10th Street Pair Protected Bicycle Lanes will add a vertical element to this north-south pair from Spring Garden Street to South Street through Center City Philadelphia. Portions of these streets are currently pavement striped buffered bike lanes and this is the only pavement buffered pair in Center City. Adding a vertical element on this highly visible route through Center City will encourage potential cyclists.
4. The Walnut Street Protected Bicycle Lane is an existing paved striped buffered bike lane that serves as the major west-bound cycling route from 22nd Street to 63rd Street in West Philadelphia. This is a major commuting route for employees and students in University City and a vertical element will increase safety along this route. There is often high speed vehicular traffic and significant turns and parking maneuvers. The presence of flexible delineator posts, even though spaced wider for parking and turning lanes, will calm vehicular traffic and increase roadway safety for all modes.
5. The Civic Center Boulevard Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane from Health Science Boulevard to Convention Boulevard adjacent to the Hospital of the University of Pennsylvania and the Children's Hospital of Philadelphia and was installed in summer of 2015. It currently functions as a contraflow lane but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
6. The 30th Street Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane on 30th Street between Market and Chestnut Streets adjacent to the IRS Building. It currently functions as an unprotected contraflow lane, but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
7. The Race Street Protected Bicycle Lane will be a protected right hand bicycle lane in area of excess roadway capacity between 9th Street and 5th Street. The project requires taking lane of vehicle traffic and will slow down the vehicular traffic eager to get on the Ben Franklin Bridge, give better cues to which lane people should be using, and make connections to high foot/bike trafficked destinations, like Franklin Square, office buildings, and the Ben Franklin Bridge Trail. The addition of a buffered bike lane here, along with reducing the number of lanes, will help calm traffic on this very wide segment of the street, without changing the curb locations. The protected bike lane on Race Street connects commercial and residential areas in Chinatown and Center City to commercial, office, and residential areas in Old City, in addition to the Benjamin Franklin Bridge Trail and Delaware River Trail.
8. The Torresdale/Frankford Avenues Two Way Protected Bicycle Lanes will connect the two gaps between segments of the Pennypack Creek Trail, which is currently on-road in these sections and on opposite sides of the Avenue. The roadway orientation of the trail at these crossings is an unsafe connection for trail users. The project requires taking 750' of sparsely used parking lane along Torresdale Avenue and approximately 200' of parking along Frankford Avenue.
9. Passyunk Avenue/Oregon Avenue Protected Bicycle Lanes on the Passyunk Avenue Bridge and at the Vare Avenue/Oregon Avenue approach in South Philadelphia.
10. Columbus Boulevard Protected Bicycle Lanes along Columbus Boulevard from Spring Garden to Race Street and Washington Avenue to

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

Packer Avenue.

11. Parkside Avenue Protected Bicycle Lanes from 53rd Street to Wynnefield Avenue.

12. N 33rd Street Protected Bicycle Lanes from Girard Avenue to Oxford Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				0			

MPMS# 107596 **Signal Integration - 2015 ARLE (ARLE 6)**

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia's has nearly 3,000 traffic signals distributed throughout the City of Philadelphia. Many of these signals were installed decades before computerized and centralized control systems were widely developed. The City has upgraded about 1,000 intersections to Type 170 controllers. Most of the Type 170 controllers are on high-volume arterial corridors and most are being linked to permit centralized control. The City also has dozens of ITS devices that will be brought on-line. The City has recently upgraded its KITS software system which provides the ability to controls these signals and devices, but needs to migrate the signals into the new software system. This new system will allow the City to control all Type 170 controllers and ITS equipment in the system (many through web access) and will increase the number of signal timing plans in each individual signal.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	300											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		300				0				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107597 **Low Cost Safety Improvements - 2015 ARLE (ARLE 6)**

New

LIMITS Vitywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Safety evaluations and audits will occur at target locations where there are disproportionate numbers of crashes at intersections and corridors throughout the City. Evaluations will identify straight-forward means to correct issues and help target potential low cost safety improvements. Such low cost improvements will include pavement marking and signing, green bicycle conflict zones, rumble strips, semi-permanent curb extensions, and more. Reducing motor vehicle speeds to 25mph or less can significantly diminish severe and fatal pedestrian crashes. A toolbox of low cost traffic calming measures will also be employed together with clear warrants for their use. Low Cost Safety measures have been found to improve traffic safety for all users, especially pedestrians. Studies have shown that slower speeds in urban areas, result in fewer crashes in general, but also dramatically reduce severe and fatal pedestrian crashes when speeds are less than 25mph. In addition to pavement marking, signing, and signal retiming, other low-cost improvements can be found in the traffic calming toolbox, as per Philadelphia's Complete Streets manual as well as PennDOT's Publication 383, Traffic Calming Handbook. A combination of low cost measures including vertical and/or horizontal deflection as traffic calming will be employed as appropriate on a case by case basis. These measures are specifically designed to improve safety, enhance mobility, and improve air quality. When a street is perceived as safer to walk or ride bicycle, mode-share increases and simultaneously helps to reduce congestion and pollution caused by vehicle emissions.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107598 **LED Street Lighting - 2015 ARLE (ARLE 6)**

New

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will increase pedestrian safety through improved street lighting while promoting walkability within commercial and residential corridors. The project will help to encourage walkability after dark, helping to create a sense of place while reducing crime, improving the local economy, and boosting civic pride and engagement. LED Street lighting has proven to be a significantly better light source in terms of the expected maintenance, energy efficiency, and quality of light. Better street lighting, including sidewalks helps to improve personal safety and transportation safety, while also encouraging walking as a more favorable mode of transportation. Some LED lighting has already been installed in Philadelphia.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	525												
		525	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			525	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107599 *Fiber Optic Network expansion - 2015 ARLE (ARLE 6)*

New

LIMITS Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. As the City of Philadelphia builds a centrally located Traffic Control Network, the "last mile" of previous arterial upgrades must be connected, thus enhancing the City's communication infrastructure. As Intelligent Transportation Systems grow with technology, the City of Philadelphia must participate; evaluating and incorporating future growth of the network with CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, Ramp Metering, etc.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	275												
		275	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			275	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 107600 *Chestnut & Walnut Streets Fiber Optic Network - 2015 ARLE (ARLE 6)*

New

LIMITS Cobbs Creek Parkway to 34th Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: Valerie Temino

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. Arterial upgrades on critical streets like Chestnut and Walnut Streets must be interconnected to enhance the City's communication and transportation infrastructure. Incorporating these improvements on Chestnut and Walnut will permit the City of Philadelphia to enhance, evaluate, and incorporate future growth specific to these corridors, not only permitting better signal operations maintenance, but also permitting the incorporation of CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, etc.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	244	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			700	Total FY2021-2024				0	Total FY2025-2028			0

Total For Philadelphia	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$120,172	\$131,893	\$135,473	\$78,239	\$465,777	\$268,318	\$0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17876 *Road/Resurfacing/Rehabilitation*

LIMITS Region-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	581	2,800												
CON	581		2,800											
CON	STU			8,000										
CON	581			2,000						6,906				
CON	581											12,240		
CON	STU												2,868	
CON	STP												49,650	
CON	STU												17,916	
CON	581												70,434	
		2,800	2,800	10,000	0	0	0	0	0	6,906	0	12,240	70,434	
		Total FY2017-2020			15,600	Total FY2021-2024				0	Total FY2025-2028			89,580

MPMS# 17891 *RideECO Mass Marketing Efforts SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: DVRPC/E. Burke

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	CAQ	200												
PRA	LOC	50												
PRA	CAQ		200											
PRA	LOC		50											
		250	250	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			500	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17900 *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
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 FY2017-2020			3,212	Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928 *Air Quality Partnership*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
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 FY2017-2020			250		Total FY2021-2024			0		Total FY2025-2028		

MPMS# 48197 *CSX Trenton Line Clearance Project*

LIMITS Park Junction to Delaware River

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M9

PLAN CENTER: Suburban Center

IPD: 8

PROJECT MANAGER: MAL/M. LANG

CMP: Not SOV Capacity Adding

lor(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate double stack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 16 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

This project received a TEA 21 earmark PA ID#127 for \$5,000,000, a portion of which was used for design work.

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

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

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48199 *Transportation Management Associations (TMA) SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
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 FY2017-2020		4,608		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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:

- MPMS #96221 - Multi-modal Access to New Britain Train Station -\$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
- MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
- MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
- MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
- MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
- MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS# 107636 - Neshaminy Greenway Trail -\$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)
- 2) MPMS# 107630 - Paoli Pike Trail Segment D-E -\$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)
- 3) MPMS# 107652 - US 202/US 1 ITS Corridor -\$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)
- 4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -\$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)
- 5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -\$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)
- 6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -\$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)
- 7) MPMS# 107649 - Connecting Wallingford to Mass Transit -\$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)
- 8) MPMS# 107650 - Easton Road Traffic Signal System Project -\$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)
- 9) MPMS# 107644 - Fayette Street Traffic Signal Improvements – Phase 2 -\$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)
- 10) MPMS# 107640 - Route 463 Traffic Signal System Project -\$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)
- 11) MPMS# 107646 - West Main Street Traffic Signal Improvements -\$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)
- 12) MPMS# 107633 - Plymouth Township CNG -\$644,944 (\$515,955 CMAQ/ \$128,989 Matching funds)
- 13) MPMS# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
- 14) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
- 15) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
- 16) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
- 17) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ	3,142												
CON	CAQ		2,549											
CON	CAQ			3,000										
CON	CAQ				12,309									
		3,142	2,549	3,000	12,309	0	0	0	0	0	0	0	0	
		Total FY2017-2020			21,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	TOLL													
PE	STU	350												
PE	TOLL													
PE	STU		350											
		350	350	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			700	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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 Swamp Road Safety Improvements - Bucks County - \$3,826,000 for Construction
- MPMS #85949 – SR 896 Safety Improvements – Chester County - \$1,273,000 for Final Design
- MPMS #85417 - Allegheny Avenue Safety Improvements –Philadelphia - \$955,000 for Final Design
- MPMS #85419 - Erie Ave: Broad St. – K St. – Philadelphia - \$4,500,000 for Construction
- MPMS #80042 - PA 100 Corridor Safety Improvements - \$477,000 for FinalDesign/\$151,000 for ROW
- MPMS #85415 - Olney Ave Safety Improvements - \$5,266,000 for Construction

Remaining funds that 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:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$3,501,000 CON

Chester County:

MPMS #80042 - PA 100 Corridor Safety Improvements – \$6,500,000 CON

MPMS #85949 – SR 896 Safety Improvements – \$1,000,000 ROW/ \$250,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #48168 - Baltimore Pike Signals – Project was let for construction on 4/17/2014.

Philadelphia:

MPMS #85417 - Allegheny Avenue Safety Improvements – \$200,000 UTL/ \$100,000 ROW/ \$7,000,000 CON

MPMS #85415 - Olney Avenue Safety Improvements –Project was let for construction on 5/21/2015

MPMS #85419 - Erie Ave: Broad St. – K St. –Project was let for construction on 7/16/2015

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD/ \$100,000 UTL/ \$100,000 ROW/ \$5,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$300,000 FD/ \$250,000 UTL/ \$500,000 ROW/ \$3,000,000 CON

MPMS #102506 – W. Phila. Intersection Upgrades - Project was let for construction on 8/14/2014

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	12,754											
CON	HSIP		13,208										
CON	HSIP			13,653									
CON	HSIP				14,159								
CON	HSIP					14,159							
CON	HSIP						14,159						
CON	HSIP							14,159					
CON	HSIP								14,159				
CON	HSIP									14,159			
CON	HSIP										14,159		
CON	HSIP											14,159	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

CON	HSIP									14,159			
		12,754	13,208	13,653	14,159	14,159	14,159	14,159	14,159	14,159	14,159	14,159	14,159
		Total FY2017-2020			53,774		Total FY2021-2024		56,636		Total FY2025-2028		56,636

MPMS# 63406 *Retrofit for Bike Lanes and Shoulders*

Return

LIMITS Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TRAFF

CMP:

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, and Montgomery counties.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ	500												
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			500		Total FY2021-2024			0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU		1,200										
PE	LOC		300										
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		1,500		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives Program (TAP) Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

This line item sets aside the funding allocated by FHWA for the FAST Act's Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Program (TAP) in the DVRPC region. The TAP 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 sets up 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. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects.

The FAST Act apportions \$3,857,000 TAP funds in FY17, and \$3,932,000 TAP funds annually, after FY2017, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2016 Round) of two years' worth of MPO funding occurred in winter of 2016, with final projects awarded in March 2016. 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 the TAP program in Spring 2016:

- Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
- Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
- Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
- Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
- Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
- Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
- Philadelphia – Chetlen-Greene Plaza Reconstruction – MPMS #107181 - \$370,000
- Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000
- Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000
- Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000
- Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

The following projects were approved through the TAP program in Spring 2014:

- Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000
- Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859
- ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000
- ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000
- DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000
- DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000
- DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000
- MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000
- MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000
- Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000
- South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	3,857											
CON	TAU		3,932										
CON	TAU			3,932									
CON	TAU				3,932								
CON	TAU					3,932							
CON	TAU						3,932						
CON	TAU							3,932					
CON	TAU								3,932				

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

CON	TAU									3,932			
CON	TAU										3,932		
CON	TAU											3,932	
CON	TAU												3,932
		3,857	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932
		Total FY2017-2020		15,653		Total FY2021-2024		15,728		Total FY2025-2028		15,728	

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Public Transit

PennDOT Improvement: Public Transit

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
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 FY2017-2020		68,332		Total FY2021-2024		68,332		Total FY2025-2028		68,332	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 *TAP Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	STU	520												
PE	581	130												
PE	STU		520											
PE	581		130											
		650	650	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,300	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 66461 *CMAQ Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	CAQ	88												
PE	581	22												
PE	CAQ		88											
PE	581		22											
		110	110	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			220	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

PennDOT Class: Intelligent Transportation System **PennDOT Improvement:** Intelligent Transportation System

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	CAQ	560												
PRA	581	140												
PRA	CAQ		530											
PRA	581		133											
		700	663	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		1,363		Total FY2021-2024				0		Total FY2025-2028		0

MPMS# 75854 *District Program Management Services "A"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581	1,500												
PE	581		1,500											
		1,500	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020		3,000		Total FY2021-2024				0		Total FY2025-2028		0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS Region-wide No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028				
PRA	581	1,500															
PRA	581		1,500														
		1,500	1,500	0	0	0	0	0	0	0	0	0	0				
		Total FY2017-2020			3,000				Total FY2021-2024				0				
						Total FY2021-2024				0							
										Total FY2025-2028				0			

MPMS# 79927 *Highway Reserve Line Item-STP*

LIMITS Region-wide No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: Reserve Line Item **PennDOT Improvement:** Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028				
CON	STP					2											
CON	STP							135									
CON	STP								5								
		0	0	0	0	2	0	135	5	0	0	0	0				
		Total FY2017-2020			0				Total FY2021-2024				142				
						Total FY2021-2024				142							
										Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	185				118									
CON	185									675				
		0	0	0	118	0	0	0	0	675	0	0	0	
		Total FY2017-2020			118	Total FY2021-2024				0	Total FY2025-2028			675

MPMS# 79980 *STU Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	STU						4,179							
CON	STU									59				
CON	STU										2,105			
		0	0	0	0	0	4,179	0	0	59	2,105	0	0	
		Total FY2017-2020			0	Total FY2021-2024				4,179	Total FY2025-2028			2,164

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 80093 *I-76, Regional Travel Information*

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townships

Est Let Date: 10/20/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

FC: 11

AQ Code:S7

PLAN CENTER: Metropolitan Subcenter

IPD: 2

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 3B, 3C

PennDOT Class: Intelligent Transportation System **PennDOT Improvement:** Intelligent Transportation System

NHPP: Y

This project will implement a Variable Speed Limit System and a Queue Detection System along I-76 from I-276 to US 1. The new Variable Speed Limit and Queue Detection systems will utilize existing fiber optic communications infrastructure and existing ITS equipment supplemented with additional equipment for these new systems. The purpose is to improve safety and traffic operations along the corridor. Over 2100 crashes were reported along this roadway section between 2009 and 2013 with 66% being rear-end crashes. Variable Speed Limits are used to maximize capacity with uniform travel speeds, provide safer travel speeds for conditions, and reduce rear-end collisions. Queue Detection is used to reduce sudden stopping, reduce bottlenecks from rear end crashes and promote more uniform driver behavior. These systems are anticipated to reduce total number of crashes, accelerate response to crashes, alert drivers to emerging incidents, and reduce delays along the corridor.

This project was funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP	1,714												
CON	581	429												
		2,143	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			2,143	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 82216 *NHPP Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	NHPP	203												
CON	581			5										
CON	581							981						
CON	581									1,655				
CON	581										514			
CON	581											2,284		
CON	581												1,031	
		203	0	5	0	0	0	0	981	1,655	514	2,284	1,031	
		Total FY2017-2020			208	Total FY2021-2024				981	Total FY2025-2028			5,484

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 83743 *ADA Ramps Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

		TIP Program Years (\$ 000)											
<u>Phase</u>	<u>Fund</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>
CON	STU	4,770											
CON	581	6,000											
CON	STU		30										
CON	581		1,200										
CON	STU					3,001							
CON	581					1,689							
CON	STP							5,000					
CON	581							1,250					
		10,770	1,230	0	0	0	4,690	6,250	0	0	0	0	0
		Total FY2017-2020	12,000			Total FY2021-2024	10,940			Total FY2025-2028	0		

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318 **CAQ Reserve Line Item**

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	2,831											
CON	CAQ		10,000										
CON	CAQ			1,889									
CON	CAQ				9,578								
CON	CAQ					31,789							
CON	CAQ						24,946						
CON	CAQ							32,289					
CON	CAQ								32,289				
CON	CAQ									32,289			
CON	CAQ										32,289		
CON	CAQ											32,289	
CON	CAQ												32,289
		2,831	10,000	1,889	9,578	31,789	24,946	32,289	32,289	32,289	32,289	32,289	32,289
		Total FY2017-2020			24,298	Total FY2021-2024			121,313	Total FY2025-2028			129,156

MPMS# 84457 **Signal Retiming Program**

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	350											
PRA	CAQ		350										
PRA	CAQ			350									
		350	350	350	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			1,050	Total FY2021-2024			0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 86077 *Update Travel Simulation - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	TOLL													
PRA	STU	284												
PRA	TOLL													
PRA	STU		384											
		284	384	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			668	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 89337 *Bridge Rehab Group R*

New

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 2

PROJECT MANAGER: HNTB/NV

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Nine (9) structurally deficient bridges in Bucks, Chester and Montgomery Counties will be rehabilitated. Improvements are to include bridge deck repairs, latex concrete overlays, and structure repairs with minimal roadway improvement. An estimated service life extension of fifteen (15) years is anticipated.

The bridges are as follows:

Chester County:

- 1) US 1 Bypass (SB) over Church Road (Bridge Key 9907) in New Garden Township;
- 2) University Road over US 1 Bypass (Bridge Key 10575) in Upper Oxford Township;
- 3) Hayesville Road (T342) over US 1 Bypass (Bridge Key 9891) in Lower Oxford Township;

Montgomery County:

- 4) Cowpath Road over east Branch Perkiomen Creek (Bridge Key 27542) in Franconia Township;
- 5) Farmington Avenue over PA 100 (Bridge Key 27862) in Pottsgrove Township
- 6) Gypsy Lane (T711) over Schuylkill Expressway (Bridge Key 27239) in Upper Merion Township;
- 7) Spring Garden Street over Schuylkill Expressway (Bridge Key 27254) in West Conshohocken Borough.

Bucks County:

- 8) Thatcher Road over Tohickon Creek (Bridge Key 7413) in Richland Township;
- 9) Thatcher Road over Kimples Creek (Bridge Key 7414) in Haycock Township.

Work to be performed will additionally include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185	2,300											
CON	185		2,000										
		2,300	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		4,300		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

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

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STP	1,875											
CON	NHPP	1,875											
CON	TOLL												
CON	NHPP		1,875										
CON	TOLL												
CON	NHPP			1,875									
		3,750	1,875	1,875	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		7,500		Total FY2021-2024			0	Total FY2025-2028			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 *County Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

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. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-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. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-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. Drawn down in FY14 of the FY2013 TIP.

-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, FY17 FD \$250,000, FY17 ROW \$50,000, FY17 UTL \$50,000, FY19 CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, FY16 PE \$410,000, FY18 FD \$300,000, FY18 ROW \$50,000, FY18 UTL \$50,000, FY20 CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, FY17 PE \$400,000, FY18 FD \$300,000, FY18 ROW \$50,000 FY18 UTL \$50,000, FY20 CON \$2,900,000. The total cost of this project is \$3,700,000.

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. Drawn down in FY15 of the FY2015 TIP.

-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. Drawn down in FY15 of the FY2015 TIP.

-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. Drawn down in FY16 of the FY2015 TIP.

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,

Pennsylvania - Highway Program (Status: TIP)

Various

FY20 CON \$464,000, FY21 CON \$584,000. The total cost of this project is \$4,800,000. Drawn down in FY14 of the FY2013 TIP.
 -Tabor Road over Tacony Creek (MPMS #98230) FY15 PE \$240,000, FY18 FD \$160,000, FY24 CON \$2,000,000. The total cost of this project is \$2,400,000.

Round 2 (summer 2016 selections):
 MPMS #s will be created once invoices are received by PennDOT.

Bucks County

-Milford Square Pike over Unami Creek - CB #252 (MPMS #TBD), Milford Township,
 PE \$15,000, FD \$50,000, CON \$550,000. Total cost \$400,000. This is a retro-reimbursement project.
 -Frosty Hollow Road over Mill Creek - CB #15 (MPMS #TBD), Middletown Township,
 PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project.
 -Mill Creek Road over Martins Creek - CB #250 (MPMS #TBD), Falls Township,
 PE \$75,000, FD \$250,000, ROW \$50,000, CON \$2,200,000. Total cost \$2,625,000. This is a retro-reimbursement project.

Chester County

-State Street in Avondale - CB #289 (MPMS #TBD), Avondale Borough,
 PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.
 -Mill Road in Tredyffrin Twp - CB #167 (MPMS #TBD), Tredyffrin Township,
 Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.
 -Bertolet School Road - CB #196 (MPMS #TBD), East Vincent Township,
 Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

-Paper Mill Road over Carby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township,
 PE \$200,000, FD \$100,000, ROW \$15,000, CON \$1,100,000. Total cost \$1,415,000. This is a retro-reimbursement project.
 -Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township,
 PE \$400,000, FD \$400,000, ROW \$50,000, CON \$2,500,000. Total cost \$3,350,000. This is a retro-reimbursement project.

Mongtomgery County

-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough,
 PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.
 -Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township,
 PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.
 -Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township,
 PE \$350,000, FD \$250,000, ROW \$25,000, UTL \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

City of Philadelphia

-MLK Drive over Schuylkill River - (MPMS #TBD), City of Philadelphia,
 PE \$600,000, FD \$400,000, CON \$5,000,000. Total cost \$6,000,000.
 -Falls Bridge over Schuylkill River - (MPMS #TBD), City of Philadelphia,
 PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF	1,000											
PE	183	1,248											
PE	LOC	562											
PE	BOF		1,600										
PE	LOC		400										
FD	BOF	560											
FD	LOC	140											
FD	BOF		1,800										
FD	LOC		450										
FD	183			2,000									
FD	LOC			500									
FD	183					500							
FD	LOC					2,000							
ROW	183	60											

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

ROW	LOC	15											
ROW	183		160										
ROW	LOC		40										
ROW	183			52									
ROW	LOC			13									
ROW	183					400							
ROW	LOC					100							
UTL	183	80											
UTL	LOC	20											
UTL	183		1,040										
UTL	LOC		260										
UTL	183			40									
UTL	LOC			10									
UTL	183					320							
UTL	LOC					80							
CON	183	500											
CON	LOC	125											
CON	183		2,900										
CON	LOC		725										
CON	183			5,683									
CON	LOC			1,420									
CON	BOF				4,851								
CON	183				5,017								
CON	LOC				2,468								
CON	BOF					1,928							
CON	183					5,838							
CON	LOC					1,748							
CON	BOF						1,900						
CON	183						9,866						
CON	LOC						3,061						
CON	BOF							2,244					
CON	183							5,280					
CON	LOC							1,761					
CON	183								5,737				
CON	581								1,828				
CON	LOC								1,434				
		4,310	9,375	9,718	12,336	10,414	17,327	9,285	8,999	0	0	0	0
		Total FY2017-2020		35,739	Total FY2021-2024		46,025	Total FY2025-2028		0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 97311 *Transportation Community Development Initiative (TCDI) Administration*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	TOLL													
PRA	STU	120												
PRA	TOLL													
PRA	STU		120											
		120	120	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			240	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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 retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Twelve (12) projects requesting \$10.6 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #36 below).

Bucks County

(1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599) - MPMS #86209 - COMPLETED

(2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - \$394,133 (\$315,306 State/\$78,827 Local) (Bridge Key 48823) - MPMS #103828 - COMPLETED

Chester County

(3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- \$2,100,000 (\$1,680,000 State 183/\$420,000 Local) (Bridge Key 10821) - MPMS #14363;

(4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774) - MPMS #86293;

(5) East Boot Road Bridge over Ridley Creek in East Goshen Township \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781) - MPMS #103573;

(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574.

Delaware County

(7) South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township \$1,084,000 (\$867,200 State 183/\$216,800 Local) (Bridge Key 15432) - MPMS #104196;

(8) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573.

Montgomery County

(9) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046) - MPMS #103341;

(10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044) - MPMS #103340;

(11) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019) - MPMS #103466;

(12) County Line Road Bridge in Douglass Township - \$594,500 (\$475,600 State 183/\$118,900 local) (Bridge Key 28052) - MPMS #16257.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	183	2,400											
CON	LOC	600											
CON	183		2,400										
CON	LOC		600										
CON	183			4,000									
CON	LOC			1,000									
CON	183				4,000								
CON	LOC				1,000								
CON	183					1,600							
CON	LOC					400							

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

CON 183					1,600								
CON LOC					400								
CON 183						1,600							
CON LOC						400							
CON 183							1,600						
CON LOC							400						
	3,000	3,000	5,000	5,000	2,000	2,000	2,000	2,000	0	0	0	0	0
	Total FY2017-2020				Total FY2021-2024				Total FY2025-2028				
			16,000				8,000				0		0

MPMS# 102106 Structurally Deficient Bridge Line Item

LIMITS Region Counties and City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF					10,000							
CON	BOF						10,000						
CON	BOF							12,244					
CON	BOF								12,244				
CON	185									1,588			
CON	BOF										12,244		
CON	BOF											12,244	
CON	581												3,345
CON	185												28,803
CON	STP												13,136
CON	BOF												12,244
CON	581												2,432
CON	185												29,716
		0	0	0	0	0	10,000	10,000	12,244	13,832	12,244	44,392	57,528
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
				0				32,244				127,996	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102107 *Bridge On Demand Line Item*

LIMITS Region Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

Bridge On-Demand Reserve Line Item
Districtwide
Bridge Replacement/Rehabilitation/Preservation activities

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	185	300												
CON	185		1,500											
CON	185			1,500										
CON	185				1,500									
		300	1,500	1,500	1,500	0	0	0	0	0	0	0	0	
		Total FY2017-2020			4,800	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 102275 *Study Line Item*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

NHPP:

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	581			500										
PE	581				500									
PE	581					670								
PE	581						330							
PE	581							1,000						
PE	581												4,300	
		0	0	500	500	670	330	1,000	0	0	0	0	4,300	
		Total FY2017-2020			1,000	Total FY2021-2024				2,000	Total FY2025-2028			4,300

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102321 *District Wide Bridge Rehab Group Q*

New

LIMITS 232/HBQ

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/K. Caparra

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

District Wide Bridge Rehabilitations (Group Q) consists of the following structures:

- (1) Second St Pike over Br Mill Cr (BMS #09-0232-0180-2404) - \$500,000 preliminary cost estimate
- (2) Hares Hill Road over French Creek (BMS #15-1045-0020-1201) - \$400,000 preliminary cost estimate
- (3) Forty Foot Road bridge over Skippack (BMS #46-1006-0020-0000) - \$600,000 preliminary cost estimate
- (4) Baltimore Pike/Darby Creek (BMS #23-2016-0170-0000) - \$750,000 preliminary cost estimate
- (5) State Rd over Cobbs Creek (BMS #23-2026-0080-3034) - \$500,000 preliminary cost estimate
- (6) Wissahickon Ave/Monoshone Creek (BMS #67-4003-0040-1932) - \$750,000 preliminary cost estimate

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
UTL	TOLL													
UTL	STP	50												
CON	185	1,750												
CON	185		1,750											
CON	185			1,750										
CON	185				1,750									
		1,800	1,750	1,750	1,750	0	0	0	0	0	0	0	0	
		Total FY2017-2020			7,050	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 102665 *Signal Upgrade Line Item*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	CAQ		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104363 *ISIP Open End Project*

LIMITS Region-wide

Est Let Date: 10/20/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

District 6-0 will advertise an Open End (Construction On-Demand) project for "Intersection Safety Implementation Plan" to address the top-ranked feasible locations within five countermeasure categories. Prioritization will involve a dual approach, working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	sHSIP	2,000											
CON	sHSIP		925										
		2,000	925	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,925		Total FY2021-2024				0			
						0				Total FY2025-2028			
										0			

MPMS# 104364 *RDIP Open End Project*

LIMITS Region-wide

Est Let Date: 10/20/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

District 6-0 will advertise an Open End (Construction On-Demand) project for "Roadway Departure Implementation Plan" to address the top-ranked feasible locations within eight countermeasure categories. Prioritization will involve a dual approach, working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	sHSIP	2,000											
CON	sHSIP		925										
		2,000	925	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		2,925		Total FY2021-2024				0			
						0				Total FY2025-2028			
										0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 *Travel Monitoring*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class: Planning/Research/Administratio **PennDOT Improvement:** Planning/Research/Administration

NHPP:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PRA	TOLL													
PRA	STU	120												
PRA	TOLL													
PRA	STU		120											
		120	120	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			240	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105291 *The Circuit Line Item*

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various FC: AQ Code:A2

PLAN CENTER: IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$5 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. The following projects are included in this line item:

- 1) Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
- 2) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 3) Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 4) Montgomery - Pennypack Trail Extension MPMS #105484;
- 5) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 6) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
- 7) Philadelphia -Spring Garden Street Greenway MPMS #105850

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-foot wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ			2,500									
CON	CAQ				2,500								
CON	CAQ					500							
CON	CAQ						500						
		0	0	2,500	2,500	500	500	0	0	0	0	0	0
		Total FY2017-2020			5,000	Total FY2021-2024			1,000	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648 *Sink Holes Line Item*

New

LIMITS District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape call karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	581		750											
CON	581			1,000										
		0	750	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,750	Total FY2021-2024				0	Total FY2025-2028			0

MPMS# 106649 *Stormwater Permits/Environmental Mitigation*

New

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Reserve Line Item for Stormwater Permits

TIP Program Years (\$ 000)														
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
CON	581		750											
		0	750	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			750	Total FY2021-2024				0	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106651 *Sign Structure Repair*

New

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:X11

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Reserve Line Item for Sign Structure Repairs

		TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028				
CON	581		1,500														
		0	1,500	0	0	0	0	0	0	0	0	0	0				
		Total FY2017-2020		1,500		Total FY2021-2024				0				Total FY2025-2028		0	

MPMS# 106654 *I-95 Transportation Demand Mgt (TMA)*

New

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will provide for coordination activities among multiple Transportation Management Associations (TMAs) in Bucks, Delaware, and Philadelphia counties to assist PennDOT with mitigating congestion on the I-95 corridor by reducing the number of drivers on the road during construction, particularly during AM and PM peak commute hours. Outreach efforts will focus on select employers with employees using the corridor; some efforts will reach those same employees directly. Outreach activities will include sharing and supplementing efforts to inform regular users of upcoming construction schedules, in addition to educating and assisting employers to help employees who are regular users with finding viable alternatives to driving alone along this corridor, utilizing Travel Demand Management (TDM) techniques.

Interstate 95 is a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring Bucks and Delaware counties in Pennsylvania. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by ongoing construction work. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow, with a specific focus on employer concerns (on-time arrivals, reliable commute times, reducing use of vacation/sick time, improving employee morale, etc.).

		TIP Program Years (\$ 000)															
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028				
PRA	NHPP		225														
PRA	TOLL			225													
PRA	STU																
PRA	TOLL																
		225	225	0	0	0	0	0	0	0	0	0	0				
		Total FY2017-2020		450		Total FY2021-2024				0				Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106990 *District Roundabout Program*

New

LIMITS Districtwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Evaluation of roundabouts at one or more locations.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PE	sHSIP		750											
FD	sHSIP		250											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020			1,000	Total FY2021-2024				0	Total FY2025-2028			0

Total For	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
Various	\$83,282	\$88,454	\$75,710	\$82,720	\$330,166	\$367,520	\$500,051

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TRANSIT PROJECTS FOR THE
FY2017 TIP

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DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:20200

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/ Brandywine Avenue on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500 foot long high level boarding platforms, approximately 850-950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a developer to be determined.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
ROW	5307	2,200													
ROW	341	550													
UTL	5307		1,200												
UTL	341		300												
CON	5337			26,000											
CON	5307			18,000											
CON	341			6,500											
CON	341			4,500											
		2,750	1,500	55,000	0	0	0	0	0	0	0	0	0		
		Total FY2017-2020			59,250	Total FY2021-2024				0	Total FY2025-2028				0

Total For PennDOT	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$2,750	\$1,500	\$55,000	\$0	\$59,250	\$0	\$0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: E. Batdorf

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class:

PennDOT Improvement:

NHPP:

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
OP	5307	800											
OP	1513	1,100											
OP	LOC	80											
OP	5307		850										
OP	1513		1,150										
OP	LOC		80										
OP	5307			850									
OP	1513			1,150									
OP	LOC			80									
OP	5307				850								
OP	1513				1,150								
OP	LOC				80								
OP	5307					870							
OP	1513					1,150							
OP	LOC					80							
		1,980	2,080	2,080	2,080	2,100	0	0	0	0	0	0	0
		Total FY2017-2020			8,220	Total FY2021-2024			2,100	Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough FC: AQ Code:M10

PLAN CENTER: IPD:

PROJECT MANAGER: E. Batdorf CMP: Not SOV Capacity Adding CMP Subcorridor(s): 9A, 16A

PennDOT Class: PennDOT Improvement: NHPP:

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, replace a paratransit van, and begin the replacement of their existing diesel bus fleet with hybrid buses.

Capital projects planned in FY17 - FY21 include:

- FY17: Technology (\$150,000), Paratransit Van (\$110,000)
- FY18: Vehicle and Equipment Purchase: (\$1,555,000)
- FY19: Technology (\$155,000)
- FY20: Technology (\$155,000)
- FY21: Technology (\$155,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice announcement, wireless internet connectivity, real time mapping and monitoring, and a new fare collection upgrade.

Vehicle & Equipment Purchase: Includes but not limited to the replacement of ADA paratransit vans, and/or the replacement of transit buses, as well as informational kiosks, bus shelters, and other amenities.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CAP	PTAF 44	150													
CAP	1517	100													
CAP	LOC	10													
CAP	5307		1,500												
CAP	1517		50												
CAP	LOC		5												
CAP	5307			100											
CAP	1517			50											
CAP	LOC			5											
CAP	5307				100										
CAP	1517				50										
CAP	LOC				5										
CAP	5307					100									
CAP	1517					50									
CAP	LOC					5									
		260	1,555	155	155	155	0	0	0	0	0	0	0		
		Total FY2017-2020			2,125	Total FY2021-2024				155	Total FY2025-2028				0

Total For Pottstown	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$2,240	\$3,635	\$2,235	\$2,235	\$10,345	\$2,255	\$0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

NHPP: Y

The Villanova Station project will modernize the station located on the Paoli/Thorndale Regional Rail Line and make it fully ADA accessible. This project will be advanced in phases.

Phase 1 will improve station accessibility and includes the construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. The total budget for Phase 1 is \$20.15 million. SEPTA will use prior year funds and funds programmed FY 2017-2019 to advance Phase 1.

Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters and passenger amenities. The total budget for Phase 2 is \$10.45 million, which is programmed in FY 2019-2021.

The total project cost is \$30.6 million. Funding is programmed as follows: Prior year funds in the amount of \$7.81 million and \$22.79 million in FY 2017-2021.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
ERC	1514	2,422													
ERC	LOC	81													
ERC	1514		5,133												
ERC	LOC		171												
ERC	1514			4,950											
ERC	LOC			165											
ERC	1514				5,763										
ERC	LOC				192										
ERC	1514					3,786									
ERC	LOC					126									
		2,503	5,304	5,115	5,955	3,912	0	0	0	0	0	0	0		
		Total FY2017-2020			18,877	Total FY2021-2024				3,912	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS System-wide No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various FC: AQ Code:M1

PLAN CENTER: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

PennDOT Class: PennDOT Improvement: NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAL	5337	37,413											
CAL	1514	10,263											
CAL	LOC	342											
CAL	5337		38,535										
CAL	1514		10,558										
CAL	LOC		352										
CAL	5337			42,400									
CAL	1514			11,518									
CAL	LOC			384									
CAL	5337				43,200								
CAL	1514				11,744								
CAL	LOC				391								
CAL	5337					44,064							
CAL	1514					11,987							
CAL	LOC					399							
CAL	5337						44,945						
CAL	1514						12,229						
CAL	LOC						408						
CAL	5337							45,844					
CAL	1514							12,476					
CAL	LOC							416					
CAL	5337								46,761				
CAL	1514								12,729				
CAL	LOC								424				
CAL	5337									47,696			
CAL	1514									12,989			
CAL	LOC									433			
CAL	5337										48,650		
CAL	1514										13,267		
CAL	LOC										442		
CAL	5337											49,623	
CAL	1514											13,554	
CAL	LOC											452	
CAL	5337												50,616
CAL	1514												13,833
CAL	LOC												461

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

48,018	49,445	54,302	55,335	56,450	57,582	58,736	59,914	61,118	62,359	63,629	64,910
Total FY2017-2020		207,100		Total FY2021-2024		232,682		Total FY2025-2028		252,016	

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	1514	9,677											
PUR	LOC	323											
PUR	1514		9,677										
PUR	LOC		323										
PUR	1514			9,677									
PUR	LOC			323									
PUR	1514				5,806								
PUR	LOC				194								
PUR	1514					5,806							
PUR	LOC					194							
PUR	1514						5,806						
PUR	LOC						194						
PUR	1514							5,806					
PUR	LOC							194					
PUR	1514								5,806				
PUR	LOC								194				
PUR	1514									5,806			
PUR	LOC									194			
PUR	1514										5,806		
PUR	LOC										194		
PUR	1514											5,806	
PUR	LOC											194	
		10,000	10,000	10,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2017-2020		36,000		Total FY2021-2024		24,000		Total FY2025-2028		24,000	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 *Debt Service*

LIMITS System-wide No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various FC: AQ Code:M1

PLAN CENTER: IPD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

PennDOT Class: PennDOT Improvement: NHPP:

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

- Payments on converted Indexed Rate Revenue Refunding Bonds, Series 2007. These 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 Fixed Rate 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.
- Payments on Capital Grant Receipts Bonds, Series FY 2011. These bonds are being used for the procurement of 120 new railcars (Silverliner V's) and the rehabilitation of the Wayne Junction Intermodal Facility.
- Payments on future bonds. SEPTA anticipates issuing municipal bonds in the second four years of the TIP (FY 2021-FY 2024). Repayment of these bonds is expected to begin in FY 2023.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
DS	5337	13,656											
DS	PTAF 44	32,886											
DS	1514	3,905											
DS	LOC	1,264											
DS	5337		13,656										
DS	PTAF 44		32,799										
DS	1514		3,894										
DS	LOC		1,261										
DS	5337			13,656									
DS	PTAF 44			32,760									
DS	1514			5,839									
DS	LOC			1,324									
DS	5337				13,656								
DS	PTAF 44				25,356								
DS	1514				7,175								
DS	LOC				1,113								
DS	5337					13,656							
DS	PTAF 44					25,269							
DS	1514					9,110							
DS	LOC					1,175							
DS	5337						13,656						
DS	PTAF 44						12,934						
DS	1514						9,110						
DS	LOC						750						
DS	5337							13,656					
DS	PTAF 44							12,934					
DS	1514							25,562					
DS	LOC							1,298					

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 *Federal Preventive Maintenance*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

Federal Preventive Maintenance provides for 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
OP	5337	36,200											
OP	LOC	9,050											
OP	5337		36,200										
OP	LOC		9,050										
OP	5307			6,255									
OP	5337			29,945									
OP	LOC			9,050									
OP	5307				36,200								
OP	LOC				9,050								
OP	5307					36,200							
OP	LOC					9,050							
OP	5307						36,200						
OP	LOC						9,050						
OP	5337							19,799					
OP	5307							16,401					
OP	LOC							9,050					
OP	5307								24,200				
OP	5337								12,000				
OP	LOC								9,050				
OP	5307									28,200			
OP	5337									8,000			
OP	LOC									9,050			
OP	5307										36,200		
OP	LOC										9,050		
OP	5307											36,200	
OP	LOC											9,050	
OP	5307												9,095
OP	5337												27,105
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 FY2017-2020		181,000		Total FY2021-2024		181,000		Total FY2025-2028		181,000	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 *City Hall / 15th Street Stations*

LIMITS City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will rehabilitate City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. The improvements to be completed include the installation of new elevators and ramps to all levels of both stations, wider ramped corridors connecting the stations, and accessible fare line gates. The station interiors will be updated with new architectural finishes, signs, Art-in-Transit, seating and other amenities, lighting, public address systems, and closed-circuit TV. Structural repairs and upgrades will be completed to improve mechanical and natural ventilation, and prevent / intercept water infiltration and inflow. The 15th Street / City Hall Stations project has been divided into the following phases: Dilworth Park Phase (complete), 15th Street Station Phase, Inter-Station Connections and City Hall Station Structural Work Phase, and the City Hall Station Phase.

The total project cost is \$146.47 million. Funding is programmed as follows: Prior year funds in the amount of \$29.63 million and \$116.84 million in FY 2017-2021.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
ERC	1514	6,835													
ERC	LOC	228													
ERC	1514		4,839												
ERC	LOC		161												
ERC	OTH		15,538												
ERC	1514			16,904											
ERC	LOC			563											
ERC	OTH			17,467											
ERC	1514				40,848										
ERC	LOC				1,361										
ERC	1514					11,701									
ERC	LOC					390									
		7,063	20,538	34,934	42,209	12,091	0	0	0	0	0	0	0		
		Total FY2017-2020			104,744	Total FY2021-2024				12,091	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 *Parking Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:20170

PLAN CENTER: Town Center

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities. Currently programmed projects include:

- 69th Street Transportation Center Parking Garage - \$31.01 million (Prior Years-FY 2019)
- Conshohocken Station & Parking - \$30 million (FY 2017-2020)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2022-Future Years)
- Gwynedd Valley Station Parking - \$2.54 million (Prior Years-FY 2017)
- Noble Station Parking Garage and Storage Track - \$53 million (Prior Years-FY 2018 & FY 2021-2025)
- Philmont Station Parking - \$3 million (FY 2022-2023)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	2,180											
ERC	LOC	73											
ERC	1514		2,431										
ERC	LOC		81										
ERC	1514			11,124									
ERC	LOC			371									
ERC	1514				11,129								
ERC	LOC				371								
ERC	1514					12,474							
ERC	LOC					416							
ERC	1514						13,985						
ERC	LOC						466						
ERC	1514							12,552					
ERC	LOC							418					
ERC	1514								11,807				
ERC	LOC								393				
ERC	1514									11,371			
ERC	LOC									379			
ERC	1514										11,371		
ERC	LOC										379		
ERC	1514											11,371	
ERC	LOC											379	
ERC	1514												12,348
ERC	LOC												412
		2,253	2,512	11,495	11,500	12,890	14,451	12,970	12,200	11,750	11,750	11,750	12,760
		Total FY2017-2020		27,760		Total FY2021-2024		52,511		Total FY2025-2028		48,010	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2025O

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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. The project will be advanced in two phases.

Phase 1 will make the existing station ADA accessible. This phase includes construction of a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas will be reconfigured and pedestrian linkages, such as sidewalks and crosswalks, will be provided throughout the station area. The total budget for Phase 1 is \$36 million. SEPTA, Amtrak and PennDOT are all contributing to the cost of Phase 1 construction. SEPTA's portion of Phase 1 construction is \$12 million, which is being supported by prior year funds and funds programmed in FY 2017 and FY 2018.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities and a 600-plus space commuter parking garage. The total budget for Phase 2 is \$51.2 million, which is programmed in FY 2023-2025. Advancement of the Darby Road Bridge improvements is a necessary requirement for Phase 2 construction.

Complementing this project is MPMS #47979 Paoli Transportation Center Road Improvements / Darby Road Bridge, which will replace the North Valley Road (SR 1005) 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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ERC	1514	2,903												
ERC	LOC	97												
ERC	1514		3,387											
ERC	LOC		113											
ERC	1514						13,065							
ERC	LOC						435							
ERC	1514								18,871					
ERC	LOC								629					
ERC	1514									17,613				
ERC	LOC									587				
		3,000	3,500	0	0	0	0	13,500	19,500	18,200	0	0	0	
		Total FY2017-2020			6,500	Total FY2021-2024				33,000	Total FY2025-2028			18,200

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	5337	30,634											
CAP	5307	29,366											
CAP	1514	14,516											
CAP	LOC	484											
CAP	5307		28,453										
CAP	5337		31,547										
CAP	1514		14,516										
CAP	LOC		484										
CAP	5307			24,800									
CAP	5337			36,000									
CAP	1514			14,710									
CAP	LOC			490									
CAP	5307				24,390								
CAP	5337				37,210								
CAP	1514				14,903								
CAP	LOC				497								
CAP	5307					36,121							
CAP	5337					26,279							
CAP	1514					15,097							
CAP	LOC					503							
CAP	5307						36,121						
CAP	5337						21,399						
CAP	1514						20,787						
CAP	LOC						693						
CAP	5337							38,400					
CAP	5307							25,600					
CAP	1514							15,484					
CAP	LOC							516					
CAP	5307								25,118				
CAP	5337								39,682				
CAP	1514								15,678				
CAP	LOC								522				
CAP	5307									28,853			
CAP	5337									36,747			
CAP	1514									15,871			
CAP	LOC									529			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
PUR	5307	5,600												
PUR	1514	1,355												
PUR	LOC	45												
PUR	5307		5,600											
PUR	1514		1,355											
PUR	LOC		45											
PUR	5307			5,600										
PUR	1514			1,355										
PUR	LOC			45										
PUR	5307				5,600									
PUR	1514				1,355									
PUR	LOC				45									
PUR	5307					5,600								
PUR	1514					1,355								
PUR	LOC					45								
PUR	5307						5,600							
PUR	1514						1,355							
PUR	LOC						45							
PUR	5307							5,600						
PUR	1514							1,355						
PUR	LOC							45						
PUR	5307								5,600					
PUR	1514								1,355					
PUR	LOC								45					
PUR	5307									5,600				
PUR	1514									1,355				
PUR	LOC									45				
PUR	5307										5,600			
PUR	1514										1,355			
PUR	LOC										45			
PUR	5307											5,600		
PUR	1514											1,355		
PUR	LOC											45		
		7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	
		Total FY2017-2020			28,000		Total FY2021-2024			28,000		Total FY2025-2028		28,000

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 **SEPTA Key (Fare Collection System/New Payment Technologies)**

LIMITS System-wide No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various **FC:** AQ Code:M5

PLAN CENTER: IPD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:** **NHPP:**

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction.

SEPTA Key is unique because it will include all of SEPTA's service modes. 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.

Phase 1 of the project included the complete design, partial deployment and testing of the data network and the SEPTA Key system. Phase 2 includes the installation of the system on Rail Transit, Trolley and Bus fleets. In the last phase of the project, Regional Rail, Parking Operations, and Customized Community Transportation (CCT) will transition to the SEPTA Key.

Companion projects supporting the SEPTA Key project and incorporated in the total project budget 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, Jefferson, Suburban Station, 30th Street Station and University City); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key 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.

Project status updates are available online at <http://www.septa.org/key/>.

The total project cost is \$267.90 million. Funding is programmed as follows: Prior year funds in the amount of \$69.99 million and \$197.91 million in FY 2017-2019.

		TIP Program Years (\$ 000)												
<u>Phase</u>	<u>Fund</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	
CAP	5307	43,703												
CAP	1514	32,368												
CAP	LOC	1,079												
CAP	5307		38,964											
CAP	1514		28,832											
CAP	LOC		961											
CAP	5307			38,788										
CAP	1514			12,786										
CAP	LOC			426										
		77,150	68,757	52,000	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020	197,907		Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 *Elwyn to Wawa Rail Restoration*

LIMITS Elwyn to Wawa, Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MRPID:P

MUNICIPALITIES: Middletown Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B

PennDOT Class:

PennDOT Improvement:

NHPP:

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 along the existing railroad line, referred to as the West Chester Branch. 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; communications system improvements; the replacement of three bridges; and the rehabilitation of one bridge and three culverts.

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 600+ car parking deck. The new facility will be fully ADA compliant. 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. Additional project elements include the construction of a railcar storage/maintenance yard and crew facility on SEPTA property in Lenni, Delaware County.

The total project cost is \$150.6 million. Funding is programmed as follows: Prior year funds in the amount of \$12.64 million and \$137.96 million in FY 2017-2021.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	1,359											
ERC	LOC	45											
ERC	1514		6,323										
ERC	LOC		211										
ERC	OTH		30,462										
ERC	1514			22,708									
ERC	LOC			757									
ERC	OTH			12,533									
ERC	1514				30,984								
ERC	LOC				1,033								
ERC	OTH				15,000								
ERC	1514					16,010							
ERC	LOC					534							
		1,404	36,996	35,998	47,017	16,544	0	0	0	0	0	0	0
		Total FY2017-2020		121,415		Total FY2021-2024		16,544		Total FY2025-2028		0	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

LIMITS System-wide No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various **FC:** AQ Code:M10

PLAN CENTER: **IPD:**

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:** **NHPP:**

This program provides for the replacement and addition of rail cars, locomotives, and trolleys. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Planned procurements include:

Electric Locomotives - \$162 million (Prior Years-FY 2019)

This project provides for the acquisition of new electric locomotives. The acquisition of new locomotives will allow SEPTA to retire its current, life-expired locomotives and accommodate the planned acquisition of new multi-level push-pull railcars to address growing ridership. A contract was awarded in July 2015 for thirteen ACS-64 locomotives with an option for up to an additional five. The locomotives are expected to be delivered in calendar year 2018.

Multi-Level Regional Rail Cars and Coaches - \$194.63 million (Prior Years-FY 2023)

This project provides for the acquisition of 45 new multi-level push-pull passenger railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system. These cars are additions to SEPTA's current fleet of 45 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as wider aisles, a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice announcement and corresponding video screen display of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems. The railcars are expected to be delivered in calendar years 2019 and 2020.

Trolley Acquisition and Infrastructure - \$713.25 million (Prior Years-FY 2028)

This project provides for the modernization of SEPTA's Trolley service through the acquisition of new articulated trolleys, and associated planning and infrastructure improvements to accommodate these new vehicles. The goals of the project are to provide a system in full compliance with the ADA; ensure a safer and more reliable transit service; control vehicle acquisition costs by providing faster, higher capacity service; and reduce operating costs through fleet right-sizing. The new trolleys will operate on City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. In addition to the acquisition and infrastructure improvements, the planning process will also evaluate the feasibility of trolley service restoration on Routes 23 and 56. The trolleys will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, subway station and in-street stop upgrades, track and bridge improvements, fare payment and trolley maintenance.

Regional Rail Cars, Silverliner VI - \$1.1 billion (FY 2024-Future Years)

This project provides for the purchase of new railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV railcars were built between 1974 and 1976, and by the time of replacement, the cars will be well past their expected useful life. Vehicles acquired will fully comply with ADA requirements and federal and state regulations regarding safety features and systems.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	1514	15,479											
PUR	LOC	516											
PUR	1514		5,174										
PUR	OTH		60,000										
PUR	LOC		172										
PUR	1514			32,544									
PUR	OTH			25,000									
PUR	LOC			1,085									
PUR	5337				30,033								
PUR	1514				15,655								
PUR	LOC				522								
PUR	5337					40,100							
PUR	1514					32,098							
PUR	LOC					1,070							

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PUR	5337				44,099															
PUR	1514				72,681															
PUR	LOC				2,423															
PUR	5307					30,320														
PUR	5337					6,400														
PUR	1514					79,716														
PUR	LOC					2,657														
PUR	5307						23,003													
PUR	5337						12,000													
PUR	1514						79,072													
PUR	LOC						2,635													
PUR	5307									15,268										
PUR	5337									18,000										
PUR	1514									83,935										
PUR	LOC									2,797										
PUR	5307										9,516									
PUR	5337										22,000									
PUR	1514										90,468									
PUR	LOC										3,015									
PUR	5307											7,743								
PUR	5337											22,000								
PUR	1514											92,000								
PUR	LOC											3,066								
PUR	5337																			27,950
PUR	1514																			102,594
PUR	LOC																			3,419
		15,995	65,346	58,629	46,210	73,268	119,203	119,093	116,710	120,000	124,999	124,809	133,963							
		Total FY2017-2020		186,180			Total FY2021-2024	428,274				Total FY2025-2028	503,771							

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS System-wide railroad substations No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various **FC:** AQ Code:M6

PLAN CENTER: IPD: 0

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

PennDOT Class: **PennDOT Improvement:** **NHPP:**

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. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. Currently programmed substation and power projects include:

Railroad Substations:

- Allen Lane Substation - \$15 million (FY 2025-Future Years)
- Ambler Substation - \$10.88 million (Prior Years-FY 2017)
- Brill Substation Overhaul - \$12.8 million (FY 2025-Future Years)
- Jenkintown Substation - \$34.05 million (Prior Years-FY 2017)
- Morton and Lenni Substations - \$18.14 million (Prior Years-FY 2017)
- Wayne Junction Static Frequency Converters #1-4 - \$55.75 million (Prior Years-FY 2022)

Multi-modal Substation Overhaul Program:

- Substation Design and Equipment Purchase - \$25.77 million (Prior Years-FY 2021)
- Lansdale, Chestnut Hill East, 18th/12th/Portal, Hatboro Construction - \$25.24 million (FY 2018-2022)
- Neshaminy, Bethayres, Yardley Construction - \$24.58 million (FY 2018-2022)
- Market, Ellen, Ranstead Construction - \$18.68 million (FY 2019-2022)
- Broad, Loudon, Castor Construction- \$19.95 million (FY 2018-2022)
- Woodbourne Construction - \$23.49 million (FY 2020-2024)
- Transit Substation Overhaul Program - \$45 million (FY 2027-Future Years)

Power Program:

- 30th Street West Catenary Replacement - \$77 million (Prior Years-FY 2022)
- Airport Line Catenary Replacement - \$1 million (FY 2018-2021)
- Chestnut Hill East Line Catenary Replacement - \$5.5 million (FY 2020-2024)
- Fox Chase Line Catenary Replacement - \$2.75 million (FY 2021-2024)
- Regional Rail Power Feeder Cable Improvements - \$3 million (FY 2025-2028)
- Wayne Junction Yard Catenary Replacement - \$1.25 million (FY 2023-2026)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	14,225											
ERC	LOC	7,042											
ERC	1514		7,117										
ERC	OTH		25,000										
ERC	LOC		237										
ERC	1514			14,348									
ERC	LOC			478									
ERC	OTH			15,000									
ERC	5307				11,731								
ERC	1514				12,942								
ERC	LOC				431								
ERC	OTH				10,000								
ERC	1514					34,190							
ERC	LOC					1,139							
ERC	1514						37,756						
ERC	LOC						1,258						
ERC	1514							21,513					
ERC	LOC							717					
ERC	1514								21,286				

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 **Ardmore Transportation Center**

LIMITS Ardmore Transportation Center No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township **FC:** AQ Code:2035O

PLAN CENTER: Town Center IPD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 7B

PennDOT Class: **PennDOT Improvement:** **NHPP:**

The Ardmore Transportation Center project on the Paoli/Thorndale Regional Rail Line will modernize the station and make it fully ADA accessible. This project will be completed in phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible stairs and ramps; improved lighting; new signage; landscaping and site improvements including storm water management; and preparing the foundation for a future parking garage. Phase 1 costs include design for Phase 1. The total budget for Phase I is \$36.29 million. SEPTA will use prior year funds and funds programmed in FY 2018 to advance Phase 1.

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. The total budget for Phase II is \$26.05 million. SEPTA is programming \$10 million towards Phase 2 construction in FY 2026 and FY 2027. Phase 2 will be advanced upon identification of funding partners and alternate funding sources.

The total project cost is \$62.34 million. Funding is programmed as follows: Prior year funds in the amount of \$28.99 million (\$18.9 million Federal / \$5.4 million State Department of Transportation / \$3.5 million State Redevelopment Assistance Capital Program (RCAP) / \$1.2 million local), \$7.3 million in FY 2018, and \$10 million in FY 2026 and FY 2027. An additional \$16.05 million will be programmed when funding sources are identified.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514		7,065										
ERC	LOC		235										
ERC	1514										6,890		
ERC	LOC										230		
ERC	1514											2,787	
ERC	LOC											93	
		0	7,300	0	0	0	0	0	0	0	7,120	2,880	0
		Total FY2017-2020			Total FY2021-2024				Total FY2025-2028				
		7,300			0				10,000				

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLAN CENTER:

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

Railroad Stations

- Bicycle Transit Access Program - \$2.5 million (Prior Years-FY 2020)
- Devon Station - \$20 million (FY 2026-2028)
- East Falls Station - \$19.5 million (FY 2022-2026)
- Hatboro Station - \$7.15 million (FY 2024-2028)
- Jenkintown-Wyncote Station High Level Platforms - \$25.32 million (Prior Years-FY 2021)
- Lawndale Station - \$11.5 million (FY 2024-2027)
- Marcus Hook Station - \$22.5 million (FY 2025-Future Years)
- Roslyn Station - \$6.5 million (FY 2024-2028)
- Secane Station - \$21.15 million (Prior Years-FY 2018)
- Suburban Station Passenger and Crew Amenities - \$4.17 million (FY 2017)
- Swarthmore Station Roof and Canopy - \$.81 million (Prior Years-FY 2017)
- Willow Grove Station - \$6.5 million (FY 2021-2025)
- Wyndmoor Station Canopy and Roof Replacement - \$1.54 million (Prior Years-FY 2017)
- Wyndmoor Station - \$19.5 million (FY 2025-Future Years)
- Wynnewood Station - \$19.5 million (FY 2026-Future Years)
- Yardley Station - \$5.5 million (Prior Years-FY 2018)

Transit Stations

- 5th Street Station - \$13 million (Prior Years-FY 2020)
- 11th Street Station - \$9.5 million (FY 2020-2023)
- 40th Street Station - \$10.92 million (Prior Years-FY 2018)
- Arrott Transportation Center (Margaret-Orthodox Station) - \$38.46 million (Prior Years-FY 2019)
- Center City Concourses Improvements - \$59.65 million (Prior Years-FY 2021)
- Elevator/Escalator Program - \$22.78 million (FY 2022-2028)
- Erie Station on the Broad Street Line - \$9 million (FY 2022-2024)
- Fairmount Station - \$18 million (FY 2026-Future Years)
- Hunting Park Station - \$5.5 million (FY 2024-2028)
- South Broad Street Line Station - \$7 million (FY 2020-2024)
- Susquehanna-Dauphin Station on the Broad Street Line - \$14.9 million (FY 2017-2019)
- Villanova Station on the Norristown High Speed Line - \$6 million (FY 2018-2020)
- Wyoming Station on the Broad Street Line - \$5 million (FY 2025-2028)

Bus and Trolley Loop Program

- Bethlehem Pike - \$1.75 million (FY 2022-2023)
- City Avenue - \$5.28 million (FY 2017-2018)
- Ridge and Summit - \$1.75 million (FY 2023-2024)
- Rising Sun and Olney - \$1.75 million (FY 2024-2025)
- Wissahickon Transportation Center - \$10.5 million (FY 2018-2022)
- Westmoreland - \$1.75 million (FY 2019-2021)
- Wycombe - \$2 million (FY 2026-2027)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	15,223											
ERC	LOC	507											
ERC	1514		14,503										

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ERC	LOC		483										
ERC	1514		12,499										
ERC	LOC		417										
ERC	1514			15,015									
ERC	LOC			500									
ERC	1514				14,079								
ERC	LOC				469								
ERC	1514					25,088							
ERC	LOC					836							
ERC	1514						19,737						
ERC	LOC						658						
ERC	1514							19,552					
ERC	LOC							652					
ERC	1514								18,105				
ERC	LOC								603				
ERC	1514									23,345			
ERC	LOC									778			
ERC	1514										25,944		
ERC	LOC										865		
ERC	1514											28,192	
ERC	LOC											939	
		15,730	14,986	12,916	15,515	14,548	25,924	20,395	20,204	18,708	24,123	26,809	29,131
		Total FY2017-2020		59,147		Total FY2021-2024		81,071		Total FY2025-2028		98,771	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 *Infrastructure Safety and Renewal Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	42,097											
ERC	LOC	1,403											
ERC	1514		43,065										
ERC	LOC		1,435										
ERC	1514			44,033									
ERC	LOC			1,467									
ERC	1514				45,000								
ERC	LOC				1,500								
ERC	1514					45,968							
ERC	LOC					1,532							
ERC	1514						46,936						
ERC	LOC						1,564						
ERC	1514							47,904					
ERC	LOC							1,596					
ERC	1514								48,871				
ERC	LOC								1,629				
ERC	1514									49,839			
ERC	LOC									1,661			
ERC	1514										50,807		
ERC	LOC										1,693		
ERC	1514											51,775	
ERC	LOC											1,725	
ERC	1514												52,742
ERC	LOC												1,758
		43,500	44,500	45,500	46,500	47,500	48,500	49,500	50,500	51,500	52,500	53,500	54,500
		Total FY2017-2020	180,000		Total FY2021-2024		196,000		Total FY2025-2028		212,000		

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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.

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.

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.

In FY 2017 through 2020, SEPTA will purchase five hundred twenty-five (525) 40-Foot buses to replace SEPTA's existing 2000-2004 NABI 40-Foot buses, which will have exceeded their useful service life of 12 years by the time of replacement.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	5339	7,259											
PUR	5307	23,658											
PUR	1514	11,614											
PUR	LOC	387											
PUR	5307		31,466										
PUR	5339		7,451										
PUR	1514		13,549										
PUR	LOC		452										
PUR	5307			31,268									
PUR	5339			7,649									
PUR	1514			13,549									
PUR	LOC			452									
PUR	5307				31,065								
PUR	5339				7,852								
PUR	1514				13,549								
PUR	LOC				452								
PUR	5307					31,065							
PUR	5339					7,852							
PUR	1514					13,549							
PUR	LOC					452							
PUR	5307						31,065						
PUR	5339						7,852						
PUR	1514						13,549						
PUR	LOC						452						
PUR	5339							7,852					

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2025O

PLAN CENTER:

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class:

PennDOT Improvement:

NHPP:

The Exton Station Improvement project will modernize the station located on the Paoli/Thorndale Regional Rail Line. This project will be advanced in phases.

Phase 1 encompasses the construction of high-level platforms with canopies and wind screens, stormwater management improvements, and a new station building. The station facilities will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided. The total budget for Phase 1 is \$23.44 million. SEPTA will use prior year funds and funds programmed in FY 2018 to advance Phase 1.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 3 includes the development and construction of a fully accessible, multi-level parking garage with pathways to the station platforms. The Phase 2 and 3 budget is \$39.5 million. SEPTA will use funds programmed in FY 2020 to FY 2024 to advance Phase 2 and 3.

The total project cost is \$62.94 million. Funding is programmed as follows: Prior year funds in the amount of \$14.94 million, \$8.5 million in FY 2018 and FY \$39.5 million FY 2020-2024.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514		8,226										
ERC	LOC		274										
ERC	1514				2,419								
ERC	LOC				81								
ERC	1514					13,065							
ERC	LOC					435							
ERC	1514						11,613						
ERC	LOC						387						
ERC	1514							6,774					
ERC	LOC							226					
ERC	1514								4,355				
ERC	LOC								145				
		0	8,500	0	2,500	13,500	12,000	7,000	4,500	0	0	0	0
		Total FY2017-2020		11,000		Total FY2021-2024		37,000		Total FY2025-2028			0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30 million (FY 2022-Future Years)
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35 million (FY 2023-Future Years)
- Crum Creek Viaduct Replacement (Delaware County) - \$89.86 million (Prior Years-2018)
- Mainline-Schuylkill Bridges (Philadelphia) - \$56 million (FY 2022-2028)
- Media/Elwyn Line Viaducts, 3 Bridges (Delaware County) - \$35 million (Prior Years-2017)
- Norristown High Speed Line Bridge 0.15 (Delaware County) - \$15.5 million (Prior Years-2020)
- Norristown High Speed Line Bridge 12.81 (Montgomery County) - \$30.5 million (FY 2021-2025)
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10 million (FY 2017-2021)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	31,934											
ERC	LOC	1,064											
ERC	1514		38,899										
ERC	LOC		1,296										
ERC	1514			18,003									
ERC	LOC			600									
ERC	1514				15,004								
ERC	LOC				500								
ERC	1514					15,290							
ERC	LOC					510							
ERC	1514						15,881						
ERC	LOC						529						
ERC	1514							15,460					
ERC	LOC							515					
ERC	1514								15,697				
ERC	LOC								523				
ERC	1514									15,857			
ERC	LOC									528			
ERC	1514										14,516		
ERC	LOC										484		
ERC	1514											14,516	
ERC	LOC											484	
ERC	1514												14,511
ERC	LOC												484
		32,998	40,195	18,603	15,504	15,800	16,410	15,975	16,220	16,385	15,000	15,000	14,995
		Total FY2017-2020		107,300		Total FY2021-2024		64,405		Total FY2025-2028		61,380	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 *Track Improvement Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will provide for improvements to SEPTA's track and right-of-way. Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program will renew and replace street track and special work, continuous welded rail (CWR), ties, and timbers. Currently programmed projects include:

- Bridge Street Yard - \$3 million (FY 2020-2021)
- Norristown Regional Rail Line 3rd Track - \$34.5 million (FY 2026-Future Years)
- Norristown High Speed Line (NHSL) Tie Replacement and Continuous Welded Rail - \$26 million (Prior Years-FY 2023)
- Route 10, 11, 13 and 36 Track Improvements - \$10 million (FY 2022-2024)
- Route 101/102 Yard Tracks Program - \$5.69 million (FY 2018-2020)
- Trolley Diversion Routes and Revenue/Non-Revenue Tracks Improvements - \$27.25 million (FY 2024-2028)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	1514	3,668											
CAP	LOC	123											
CAP	1514		4,011										
CAP	LOC		134										
CAP	1514			4,063									
CAP	LOC			134									
CAP	1514				4,550								
CAP	LOC				151								
CAP	1514					4,452							
CAP	LOC					149							
CAP	1514						4,646						
CAP	LOC						155						
CAP	1514							4,753					
CAP	LOC							161					
CAP	1514								4,552				
CAP	LOC								153				
CAP	1514									4,592			
CAP	LOC									155			
CAP	1514										4,598		
CAP	LOC										153		
CAP	1514											4,596	
CAP	LOC											155	
CAP	1514												4,598
CAP	LOC												153
		3,791	4,145	4,197	4,701	4,601	4,801	4,914	4,705	4,747	4,751	4,751	4,751
		Total FY2017-2020		16,834		Total FY2021-2024		19,021		Total FY2025-2028		19,000	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 *Roof Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems. Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75 million (FY 2022-2024)
- 69th Street Terminal/MSHL Shop Roof Replacement - \$14.1 million (Prior Years-FY 2019)
- 2nd & Wyoming / Berridge Shop Roof Replacement - \$15.84 million (Prior Years-FY 2018)
- Broad Substation Roof Replacement - \$2 million (Prior Years-FY 2018)
- Comly Roof Replacement - \$7.7 million (FY 2020-2022)
- Courtland Shop Roof Replacement - \$7.15 million (FY 2018-2020)
- Overbrook Maintenance Facility Roof - \$7.55 million (Prior Years-FY 2019)
- Railroad Stations Roof Program - \$21 million (FY 2023-2028)
- Sansom Substation Roof Replacement - \$2 million (FY 2022-2024)
- Southern Garage Roof Replacement - \$7.7 million (FY 2019-2022)
- Substations and Maintenance Roof Program - \$21 million (FY 2023-2028)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	7,657											
ERC	LOC	255											
ERC	1514		9,318										
ERC	LOC		311										
ERC	1514			7,872									
ERC	LOC			262									
ERC	1514				7,910								
ERC	LOC				264								
ERC	1514					8,032							
ERC	LOC					268							
ERC	1514						7,328						
ERC	LOC						244						
ERC	1514							7,135					
ERC	LOC							238					
ERC	1514								7,466				
ERC	LOC								249				
ERC	1514									6,774			
ERC	LOC									226			
ERC	1514										6,774		
ERC	LOC										226		
ERC	1514											6,774	
ERC	LOC											226	
ERC	1514												6,774
ERC	LOC												226
		7,912	9,629	8,134	8,174	8,300	7,572	7,373	7,715	7,000	7,000	7,000	7,000
		Total FY2017-2020			33,849	Total FY2021-2024			30,960	Total FY2025-2028			28,000

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops, and office buildings. Program elements include replacement of vehicle washer, lift, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; construction of a new district employee facilities; and paving improvements. Currently programmed projects include:

- Allegheny Washer - \$3.55 million (Prior Years-FY 2018)
- Boiler Replacement Program - \$12 million (Prior Years-FY 2028)
- Bus Lift Program - \$10.5 million (FY 2022-2028)
- Environmental Cleanup - \$5.89 million (FY 2017-2028)
- Frankford District Employee Facilities - \$9.7 million (Prior Years-FY 2018)
- Frontier Garage Roof, Washer, and Paving - \$9.95 million (Prior Years-FY 2019)
- Overhead and Fire Doors - \$8.75 million (FY 2022-2028)
- On-Site Power for Major Facilities - \$15 million (FY 2017-2028)
- Overbrook Washer - \$3.2 million (FY 2022-2025)
- Powelton Yard Facility Improvements - \$3.92 million (Prior Years-FY 2018)
- SEPTA Headquarters Improvements - \$5.32 million (Prior Years-FY 2017)
- Southern Garage Stormwater Management and Pavement - \$4.92 million (Prior Years-FY 2018)
- Steel Wheel Lift Program - \$12 million (FY 2017-2028)
- Underground Storage Tank Replacement Program - \$21 million (FY 2017-2028)
- Vehicle Washer Program - \$14 million (FY 2022-2028)
- 103 Victory Avenue Facility Improvements - \$10.47 million (Prior Years-FY 2018)
- Wheel Truing Program - \$15 million (FY 2017-2028)

Also included in this program is the Frazer Rail Shop and Yard Upgrade project. This project will upgrade the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including new multi-level cars. Work includes extending three existing storage tracks and adding three new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be upgraded and mechanical equipment and electrical connections will be replaced. The budget for this project is \$139 million. Funding is programmed as follows: prior fiscal years and FY 2017-2020.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	14,114											
ERC	LOC	470											
ERC	1514		13,838										
ERC	OTH		19,000										
ERC	LOC		461										
ERC	1514			17,731									
ERC	OTH			30,000									
ERC	LOC			591									
ERC	1514				27,444								
ERC	OTH				25,000								
ERC	LOC				915								
ERC	1514					25,211							
ERC	LOC					840							
ERC	1514						14,274						
ERC	LOC						476						
ERC	1514							14,390					
ERC	LOC							480					
ERC	1514								14,032				

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 *Communications, Signals, & Technology Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

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. Currently programmed projects include:

- 30th to Arsenal Catenary, Signals and ROW Improvements - \$41.8 million (Prior Years-FY 2018)
- Beth Interlocking and Signal Improvements - \$7 million (FY 2022-2027)
- Broad Street Subway Ridge Spur Signals - \$6.5 million (Prior Years-FY 2018)
- CARD System Replacement - \$32.5 million (Prior Years-FY 2021)
- Hunt/Wayne Interlocking - \$14 million (FY 2022-2026)
- Information Technology Program - \$60 million (FY 2017-2028)
- Media/Elwyn ATC Upgrade - \$3.65 million (Prior Years-FY 2019)
- Railroad Interlocking Improvement Program - \$40 million (FY 2025-Future Years)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73 million (Prior Years-FY 2020)
- Route 101/102 Positive Train Control - \$74.96 million (Prior Years-FY 2019)
- Scheduling System Enhancements - \$8.1 million (FY 2017-2018)
- York Interlocking - \$7 million (FY 2018-2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	1514	17,423											
CAP	LOC	581											
CAP	1514		29,551										
CAP	LOC		985										
CAP	1514			26,128									
CAP	LOC			871									
CAP	1514				26,133								
CAP	LOC				871								
CAP	1514					24,674							
CAP	LOC					822							
CAP	1514						24,413						
CAP	LOC						814						
CAP	1514							20,207					
CAP	LOC							673					
CAP	1514								17,149				
CAP	LOC								571				
CAP	1514									19,452			
CAP	LOC									648			
CAP	1514										19,384		
CAP	LOC										646		
CAP	1514											19,123	
CAP	LOC											637	
CAP	1514												19,316
CAP	LOC												644
		18,004	30,536	26,999	27,004	25,496	25,227	20,880	17,720	20,100	20,030	19,760	19,960
		Total FY2017-2020		102,543		Total FY2021-2024		89,323		Total FY2025-2028		79,850	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 103626 *Resiliency Program*

LIMITS No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: FC: AQ Code:M6

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The Resiliency Program provides funding for seven projects that proactively address infrastructure vulnerabilities. On September 22, 2014, approximately \$3.6 billion was made available by the Federal Transit Administration under the Public Transportation Emergency Relief Program (Section 5324) for competitively selected projects in response to Hurricane Sandy. SEPTA was selected to receive \$86.76 million in federal funds (\$115.68 million total) to advance projects which intend to protect public transportation infrastructure that have been repaired or rebuilt after Hurricane Sandy or that is at risk of being damaged or destroyed by a future natural disaster.

SEPTA was selected to receive funding for the following projects:

- Ancillary Control Center - \$12 million total
- Flood Mitigation at Jenkintown - \$19.9 million total
- Manayunk/Norristown Line Shoreline Stabilization - \$6 million total
- Railroad Embankment/Slope Stabilization - \$25 million total
- Railroad Signal Power Reinforcement - \$42.7 million total
- Sharon Hill Line Flood Mitigation - \$5 million total
- Subway Pump Room Emergency Power - \$5 million total

SEPTA previously initiated work on these projects and obligated \$89.41 million. The balance of funding for the Resiliency Program or \$26,269,955 is programmed in FY 2017 and will support the following projects: Flood Mitigation at Jenkintown; Manayunk/Norristown Line Shoreline Stabilization; Railroad Embankment/Slope Stabilization; Sharon Hill Line Flood Mitigation.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ERC	5324	19,702												
ERC	1514	6,356												
ERC	LOC	212												
		26,270	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2017-2020	26,270		Total FY2021-2024				0	Total FY2025-2028				0

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 105572 *Lansdale Area Improvements*

LIMITS Lansdale Train Station and 9th Street Train Station

No Let Date

IMPROVEMENT Transit Improvements

MRPID:CG

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:2020M

PLAN CENTER: Town Center

IPD: 4

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for the improvements to the Lansdale Station area. The project includes construction of a fully accessible 680-space parking garage at the Lansdale Regional Rail Station, resulting in a total of 895 parking spaces at the station. A pedestrian overpass will provide a direct connection to a future Transit Oriented Development (TOD) project on the Borough's Madison Avenue parking lot. In addition, the following Lansdale area companion improvements will be advanced: Enhancements to the Main Street entrance to the station; construction of a bus layover area on Railroad Street south of Main Street adjacent to the tracks; and construction of a new station at 9th Street (complete). The total project cost is \$43.25 million.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	8,513											
ERC	LOC	284											
ERC	1514		7,637										
ERC	LOC		255										
		8,797	7,892	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		16,689		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 107011 **Safety and Security Improvements**

New

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Safety is a key objective of SEPTA's Strategic Business Plan. All projects are grounded in a safety-first methodology. This new program addresses SEPTA's goal to provide passengers with safe, reliable, and efficient transportation. The program includes projects that will improve station, tunnel, and facility ventilation systems, interoperable communications, bus operations, and security infrastructure. Currently programmed projects include:

- Allegheny Garage Ventilation - \$3.67 million (FY 2017-2018)
- AT&T and Suburban Stations Ventilation Improvements - \$20 million (Prior Years-FY 2018)
- Bus Turn Alerting System - \$4.63 million (FY 2017-2019)
- Jefferson Station Platform Ventilation System - \$5.08 million (Prior Years-FY 2018)
- Midvale Facility and Security Enhancements - \$26.7 million (FY 2017-2021)
- Pump Rooms - \$10 million (FY 2022-2028)
- Radio Interoperability - \$24.89 million (Prior Years-FY 2019)
- Safety and Security Infrastructure Hardening Program - \$14 million (FY 2017-Future Years)
- Tunnel Ventilation Evaluation - \$1.3 million (Prior Years-FY 2017)
- Wayne Junction Yard Security Improvements - \$2.5 million (FY 2017-2018)

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	13,548											
ERC	LOC	451											
ERC	1514		14,412										
ERC	LOC		480										
ERC	1514			15,089									
ERC	LOC			503									
ERC	1514				14,526								
ERC	LOC				484								
ERC	1514					12,007							
ERC	LOC					400							
ERC	1514						4,839						
ERC	LOC						161						
ERC	1514							4,838					
ERC	LOC							161					
ERC	1514								4,887				
ERC	LOC								163				
ERC	1514									4,839			
ERC	LOC									161			
ERC	1514										4,839		
ERC	LOC										161		
ERC	1514											4,839	
ERC	LOC											161	
ERC	1514												3,900
ERC	LOC												130
		13,999	14,892	15,592	15,010	12,407	5,000	4,999	5,050	5,000	5,000	5,000	4,030
		Total FY2017-2020		59,493		Total FY2021-2024		27,456		Total FY2025-2028		19,030	

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Total For	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
SEPTA	\$600,571	\$758,008	\$712,496	\$667,065	\$2,738,140	\$2,468,221	\$2,468,188

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INTERSTATE MANAGEMENT PROGRAM
FOR THE FY2017 TIP FOR DVRPC
SUBREGION

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I-95 RECONSTRUCTION PROJECT ROADMAP

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

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

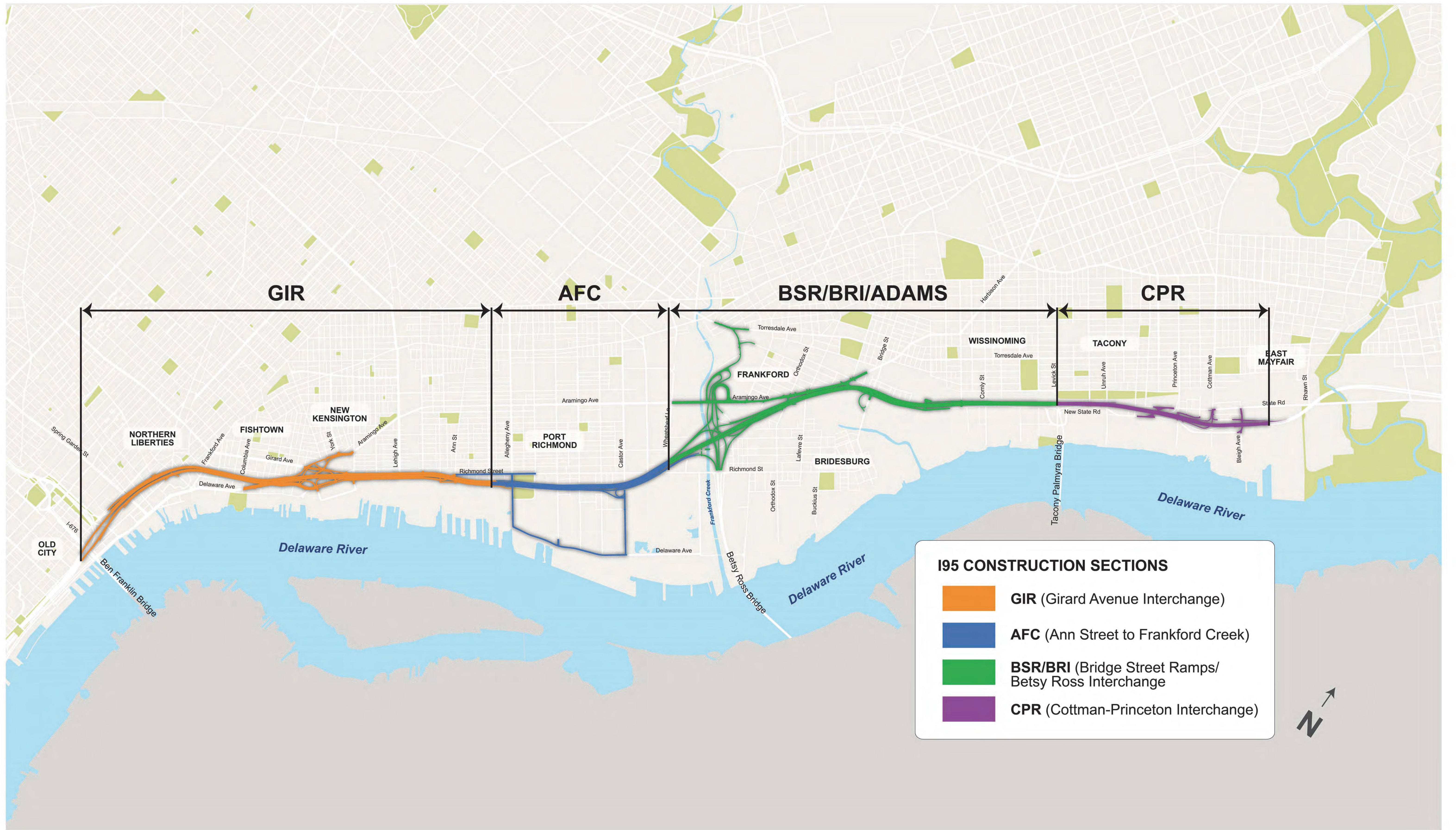
In addition, PennDOT has a number of other projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C). And there is more work still yet to be added to the region's long range transportation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

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

Table 13: I-95 FY2017 STIP Funding

	Sections	Subsections	MPMS #	Limits	Amount of Funds Programmed in the FY2017 STIP for PA ('000)			
					First FY (2017-2020)	Second FY (2021-2024)	Third FY (2025-2028)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	These projects have been let for construction and do not have funds programmed in the FY2017 STIP.			
		CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				
		CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.				
	Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	\$ 20,000	\$ 20,000	\$ 11,300	\$ 51,300
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 66,686	\$ 48,000		\$ 114,686
		BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 8,500	\$ 71,852	\$ 110,000	\$ 190,352
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
		BS4	103562	I-95 Betsy Ros Ramps/Adams Avenue Connector	\$ 91,361			\$ 91,361
		BS5	103563	I-95 Bridge Street Ramps	\$ 5,000	\$ 72,240		\$ 77,240
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (Design)	\$ 24,000	\$ 24,000	\$ 20,594	\$ 68,594
		BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 15,000			\$ 15,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)	\$ 37,181	\$ 80,000		\$ 117,181
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.		\$ 20,846	\$ 120,000	\$ 140,846
		BR4	103559	I-95 Betsy Roos Mainline SB			\$ 1,344	\$ 1,344
		BR5	103560	I-95 Betsy Ross Conrail Bridges	\$ 7,867	\$ 60,000		\$ 67,867
	Betsy Ross Bridge to Girard Avenue (AFC)	BR6	103561	I-95 Betsy Ross Interchange Drainage		\$ 6,959		\$ 6,959
		AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (Design)	\$ 27,622	\$ 20,000	\$ 13,107	\$ 60,729
		AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ 19,276	\$ 5,000		\$ 24,276
		AF2	79912	I-95: Allegheny Ave. Interchange	\$ 41,475	\$ 100,000	\$ 45,000	\$ 186,475
	Girard Avenue Interchange (GIR)	AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek		\$ 9,388	\$ 64,069	\$ 73,457
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane			\$ 1,344	\$ 1,344
		GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	\$ 4,799			\$ 4,799
		GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
		GR1	79686	I-95: Columbia Ave. to Ann St.	\$ 1,000			\$ 1,000
		GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$ 9,000			\$ 9,000
		GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$32,840.00			\$ 32,840
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 90,515	\$ 120,000	\$ 84,930	\$ 295,445
		GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 14,267	\$ 40,000	\$ 54,267
	Other I-95 Projects	GR6	103553	I-95 Race - Shackamaxon 2 Sts.		\$ 20,872	\$ 155,000	\$ 175,872
		GR7	103554	I-95 Corridor ITS/ATMS	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
GR8		103555	I-95 Corridor ITS	\$ 19,588	\$ 40,000	\$ 20,000	\$ 79,588	
GR9		103556	I-95 ATMS (GR9)					
	95/322 - Sector C	15447	I-95/322/Conchester Hwy. Interchange/Impvts. (322)			\$ 3,875	\$ 3,875	
	95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	\$ 2,462			\$ 2,462	
		46959	I-95 Design Review Manager	\$ 1,000			\$ 1,000	
		92289	I-95 Consultant Management	\$ 1,000			\$ 1,000	
		98207	I-95 Congestion Management	\$ 16,100	\$ 33,000		\$ 49,100	
	CSP - Sector B	104243	I-95 Central and South Philadelphia Project Development	This project has been let for construction and does not have funds programmed in the FY2017 STIP.				
	CSXT - Sector C	104343	US 322 over CSX	\$ 3,248	\$ 21,813	\$ 12,244	\$ 37,305	
		105796	Philadelphia Pump Station Upgrades	\$ 22,660			\$ 22,660	
		106708	I-95 Planning Assistance	\$ 155			\$ 155	
		106654	I-95 Transportation Demand Management (TMS)	\$ 450			\$ 450	
Total Amount of Funds Programmed in FY2017 STIP for PA for I-95 Reconstruction in Philadelphia ('000):							\$ 2,087,070	

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



I95 SECTOR A
Map Of Construction Sections

Figure 4: I-95 SECTOR A MAP



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DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

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

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Chester City; Chester Township; Upper Chichester Township

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

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

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

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581-IM	0	0	0	0	0	0	0	0	3,875	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		0				0				3,875			

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

DVRPC FY 2017-2020 TIP for PA

Final 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

PLAN CENTER:

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) and will replace or rehabilitate the structurally deficient superstructure on I-76 over Righters Ferry Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185-IM	398											
FD	185-IM		390										
ROW	185-IM	53											
ROW	185-IM		50										
UTL	185-IM	50											
UTL	185-IM		53										
CON	185-IM				2,000								
CON	185-IM					2,000							
CON	185-IM						1,065						
		501	493	0	2,000	2,000	1,065	0	0	0	0	0	0
		Total FY2017-2020		2,994		Total FY2021-2024		3,065		Total FY2025-2028		0	

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

PLAN CENTER:

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) and will rehabilitate or replace the 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185-IM	400											
FD	185-IM		400										
FD	185-IM			163									
ROW	185-IM	50											
ROW	185-IM		53										
UTL	185-IM	53											
UTL	185-IM		50										
CON	185-IM				2,190								
CON	185-IM					2,000							
CON	185-IM						2,000						
		503	503	163	2,190	2,000	2,000	0	0	0	0	0	0
		Total FY2017-2020		3,359		Total FY2021-2024		4,000		Total FY2025-2028		0	

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

New

LIMITS: Between the US 202 and I-476 interchanges

No Let Date

MUNICIPALITIES: Upper Merion Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP:

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

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

TIP Program Years (\$ 000)

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

Total For Montgomery	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$5,504	\$9,496	\$163	\$4,190	\$19,353	\$107,865	\$11,200

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the North Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatshaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

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:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 will be eliminated from the Betsy Ross Interchange. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

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

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wheetshaeaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wheetshaeaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

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

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FD	581-IM					2,950							
FD	185-IM					2,050							
FD	581-IM						2,950						
FD	185-IM						2,050						
FD	185-IM							2,050					
FD	581-IM							2,950					
FD	581-IM								2,950				
FD	185-IM									2,950			
FD	185-IM										2,050		
FD	581-IM											7,733	
FD	185-IM												5,374
ROW	185-IM	615											
ROW	581-IM	885											
ROW	185-IM		615										
ROW	581-IM		885										
ROW	581-IM			661									
ROW	185-IM			459									
UTL	581-IM	590											
UTL	185-IM	410											
UTL	185-IM		410										
UTL	581-IM		590										
UTL	581-IM			590									
UTL	185-IM			410									
UTL	581-IM				296								
UTL	185-IM				206								
		7,500	7,500	7,120	5,502	5,000	5,000	5,000	5,000	13,107	0	0	0
		Total FY2017-2020		27,622	Total FY2021-2024		20,000		Total FY2025-2028		13,107		

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 *I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)*

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

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

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Delaware Ave. will be reconstructed between Columbia Ave. and Aramingo Ave. and the temporary detour road will be constructed along Conrail's Port Richmond Yard and an associated retaining wall. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

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

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM		32,840										
		0	32,840	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		32,840		Total FY2021-2024				0			
										Total FY2025-2028			
										0			

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

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

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581-IM	265												
ROW	581-IM		250											
CON	NHPP-IM		30,000											
CON	NHPP-IM			30,000										
CON	NHPP-IM				30,000									
CON	NHPP-IM					30,000								
CON	NHPP-IM						30,000							
CON	NHPP-IM							30,000						
CON	NHPP-IM								30,000					
CON	NHPP-IM									84,930				
		265	30,250	30,000	30,000	30,000	30,000	30,000	30,000	84,930	0	0	0	
		Total FY2017-2020			90,515	Total FY2021-2024				120,000	Total FY2025-2028			84,930

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 1

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM							7,267					
UTL	581-IM								7,000				
CON	NHPP-IM									40,000			
		0	0	0	0	0	0	7,267	7,000	40,000	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			14,267	Total FY2025-2028			40,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

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

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Wheatshaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	2,412											
ROW	185-IM	1,298											
ROW	581-IM		2,275										
ROW	185-IM		1,225										
UTL	581-IM	937											
UTL	185-IM	505											
UTL	581-IM		937										
UTL	185-IM		505										
CON	NHPP-IM			7,087									
CON	NHPP-IM				20,000								
CON	NHPP-IM					20,000							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								20,000				
		5,152	4,942	7,087	20,000	20,000	20,000	20,000	20,000	0	0	0	0
		Total FY2017-2020		37,181		Total FY2021-2024		80,000		Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

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

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

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 7

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

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

Pennsylvania - Interstate Management Program

Philadelphia

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

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

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	7,965											
ROW	581-IM		4,000										
ROW	581-IM			4,000									
UTL	581-IM		2,500										
UTL	581-IM			2,804									
CON	NHPP-IM		5,417										
CON	NHPP-IM			20,000									
CON	NHPP-IM				20,000								
CON	NHPP-IM					20,000							
CON	NHPP-IM						20,000						
CON	NHPP-IM							8,000					

DVRPC FY 2017-2020 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

	7,965	11,917	26,804	20,000	20,000	20,000	8,000	0	0	0	0	0
	Total FY2017-2020		66,686	Total FY2021-2024		48,000	Total FY2025-2028		0			

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 6

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

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

Pennsylvania - Interstate Management Program

Philadelphia

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

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 5

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		3,000										
ROW	581-IM			3,000									
ROW	581-IM				3,548								
UTL	581-IM		1,683										
UTL	581-IM			1,500									
CON	NHPP-IM			3,744									
CON	NHPP-IM				25,000								
CON	NHPP-IM					25,000							
CON	NHPP-IM						25,000						
CON	NHPP-IM							25,000					
CON	NHPP-IM								25,000				
CON	NHPP-IM									45,000			
		0	4,683	8,244	28,548	25,000	25,000	25,000	25,000	45,000	0	0	0
		Total FY2017-2020			41,475	Total FY2021-2024			100,000	Total FY2025-2028			45,000

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640 I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

LIMITS: Shackamaxon Street to Columbia Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER: Metropolitan Center

IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

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

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

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

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

DVRPC FY 2017-2020 TIP for PA

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 92289 I-95 Consultant Mgmt

Return

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

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: CMP:

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

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

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 *I-95 Congestion Management*

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

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

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

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

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

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

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

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

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 I-95 Corridor ITS (GR8)

New

LIMITS: I-95 Corridor in the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

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

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

TIP Program Years (\$ 000)

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

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

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

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP:

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

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

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

*I-95 NB over Venango Street - Total Replacement

*I-95 NB over Castor Avenue - Total Replacement

*I-95 NB over Richmond Street - Total Replacement

*I-95 NB over Wheatsheaf Lane - Total Replacement

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

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911.

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

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581-IM							3,500						
ROW	581-IM								3,500					
ROW	581-IM									4,069				
UTL	581-IM						700							
UTL	581-IM							800						
UTL	581-IM								888					
CON	NHPP-IM									60,000				
		0	0	0	0	0	700	4,300	4,388	64,069	0	0	0	
		Total FY2017-2020				0	Total FY2021-2024			9,388	Total FY2025-2028			64,069

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

LIMITS: I-95 Ann St to Wheatsheaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP:

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

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

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

*I-95 SB over Venango Street - Total Replacement

*I-95 SB over Castor Avenue - Total Replacement

*I-95 SB over Richmond Street - Total Replacement

*I-95 SB over Wheatsheaf Lane - Total Replacement

*Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79112, 103557 and 103558. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
ROW	581-IM									672				
UTL	581-IM									672				
		0	0	0	0	0	0	0	0	1,344	0	0	0	
		Total FY2017-2020			0	Total FY2021-2024				0	Total FY2025-2028			1,344

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

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

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

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

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

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

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

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

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 1

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028		
CON	NHPP-IM					1,500									
CON	NHPP-IM						5,456								
		0	0	0	0	1,500	5,456	0	0	0	0	0	0		
		Total FY2017-2020				0	Total FY2021-2024				6,956	Total FY2025-2028			0

Pennsylvania - Interstate Management Program

Philadelphia

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

New-B

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP:

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

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

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

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

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

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

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM	515											
CON	NHPP-IM	50,846											
CON	NHPP-IM		40,000										
		51,361	40,000	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020		91,361		Total FY2021-2024				0			
						Total FY2025-2028				0			

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 105796 Philadelphia Pump Station Upgrades

New

LIMITS: South Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S18

PLAN CENTER: Metropolitan Center

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

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

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

Total For Philadelphia	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	\$144,344	\$160,636	\$99,818	\$153,838	\$558,636	\$689,181	\$686,688

CHAPTER 7: COMPETITIVE PROGRAMS

This section contains lists of projects that have been awarded via regional or statewide competitive programs, which are open to a specialized segment of the public. As projects move through the delivery pipeline, they may or may not show up in the active TIP project listings, but are important to the DVRPC region for demonstrating investments in particular types of infrastructure and potential fund sources.

REGIONAL COMPETITIVE PROGRAMS

- ▶ **Competitive Congestion Mitigation and Air Quality (CMAQ) Program** – DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program (see MPMS #48201), which seeks transportation-related projects that can help the region reduce emissions from mobile sources and meet the National Clean Air Act Standards. CMAQ-eligible projects will demonstrably reduce air pollution emissions and, in many cases, reduce traffic congestion. Projects may be submitted by a public agency or a public-private partnership. A Subcommittee of the DVRPC Regional Technical Committee (RTC) evaluates the projects and makes recommendations to the DVRPC Board for final selection. In July 2016, the DVRPC Board approved the most recent round of the DVRPC Competitive CMAQ Program by selecting 17 projects for funding in the DVRPC Pennsylvania counties, for a total CMAQ award of \$21,900,000. For more information, see www.dvrpc.org/CMAQ/
- ▶ **Regional Trails Program (Phases 1-4)** – The Regional Trails Program, administered by the Delaware Valley Regional Planning Commission, with funding from the William Penn Foundation, aims to capitalize upon opportunities for trail development by providing funding for targeted, priority trail design, construction, and planning projects that will promote a truly connected, regional network of multiuse trails with Philadelphia and Camden as its hub. The program will also provide technical assistance to trail developers, counties, municipalities, and nonprofit organizations. Since 2011 a total of 60 projects have been awarded in the amount of \$9,375,000. For more information, see www.dvrpc.org/Trails/RegionalTrailsProgram/
- ▶ **Regional Transportation Alternatives Program (TAP)** – 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. The FAST Act apportions \$3,857,000 TAP funds in FY17 and \$3,932,000 TAP funds annually, after FY2017, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. (see MPMS #64984). A recent competitive round of two years' worth of MPO funding occurred in the spring of 2016, with 11 final project selections in the spring of 2016. For more information, see www.dvrpc.org/TAP/PA/
- ▶ **Municipal Bridge Retro-Reimbursement Program** – \$6,000,000 in state bridge funds have been awarded to selected municipal bridge projects for federal fiscal years (FFY) 2016, 2017, and 2018 (see MPMS #102105). PennDOT will pay 80 percent of the following documented costs: design, engineering, right-of-way, utility, construction (including construction inspection and construction engineering); the local municipality will be responsible for 20 percent of the project costs. Project

selection for the first pilot round occurred in fall 2014. For more information, see www.dvrpc.org/MBRP/

- ▶ **Transportation and Community Development Initiative (TCDI)** - grant program of the DVRPC that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley (see MPMS #64652). TCDI provides a mechanism for municipalities to undertake locally directed actions to improve their communities, which in turn implement their local and county comprehensive plans and support the goals and vision of the long-range land use and transportation plan. It seeks to support and leverage state and county programs by providing funding in selected areas to undertake planning, analysis, or design initiatives for projects or programs that enhance development or redevelopment and enhance or improve the efficiency of the regional transportation system. Funding for TCDI program comes from a combination of state transportation dollars and federal STP funds. Through fiscal years 2002 to 2017, DVRPC has distributed over \$10,116,095 to the DVRPC Pennsylvania region for TCDI planning grants. For more information, see www.dvrpc.org/TCDI/

STATEWIDE COMPETITIVE PROGRAMS

- ▶ **Act 89 Multi-Modal Transportation Fund (MTF)** – provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Eligible projects include: intercity bus and rail service improvement, bus stops, transportation centers, park-and-ride facilities, rail freight sidings, land acquisition for eligible airport development, land interests required for air approach, and clear zone purposes, sidewalk-crosswalk safety improvements, bicycle lanes, route designation, in-fill development by assisting with traffic impact mitigation, local highways development, highway noise and sound barriers, bridges, which will benefit state system and local economic development, and greenways. Projects (to be announced) may be awarded between \$100,000 and \$3,000,000.
 - PennDOT's deadline for accepting applications for the latest round was December 18, 2015. See Guidance and Application Materials on PennDOT's Multimodal Transportation website: www.pennidot.gov/ProjectAndPrograms/MultimodalProgram/
 - Department of Community and Economic Development's (DCED), on behalf of the Commonwealth Financing Authority (CFA), deadline for accepting applications for the latest round was August 1, 2016. See Guidance and Application Materials on DCED website: www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/multimodal-transportation-fund
- ▶ **Automated Red-Light Enforcement (ARLE) Rounds 1-6** – The ARLE program is a statewide program that 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. Thus far, the program has been implemented within the City of Philadelphia and Abington Township. The Pennsylvania Department of Transportation distributes the funds collected from fines via a grant program specifically designated for transportation safety improvements. Municipalities may apply, directly to PennDOT, for these grant moneys to pay for eligible roadway enhancement, safety, and congestion projects. As of July 2016, the DVRPC region has been awarded a total of \$33,069,000 out of a statewide distribution of \$45,427,000, or 73 percent

of the statewide distribution. For more information, see

www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html

- ▶ **Annual Rail Freight Assistance Program (RFAP)** – is a statewide program that provides financial assistance for investment in rail freight infrastructure to preserve essential service and stimulate economic development—the maximum state funding for an RFAP project is 70 percent of the total project costs, not to exceed \$700,000. 2015 awards to the DVRPC region totaled \$572,298. The 2016 Application Period closed on August 30, 2016. For more information, see www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx
- ▶ **Annual Rail Transportation Assistance Program (RTAP)** is available to those having a line item in the current Capital Budget Bill and the project can be funded for up to 70 percent of the total project costs, not to exceed the amount of the line item. The 2015 awards to the DVRPC region totaled \$665,000. The 2016 Application Period closed on August 30, 2016. For more information, see www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx
- ▶ **Green Light Go** – Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go Pennsylvania’s Municipal Signal Partnership Program will provide up to \$40 million state funds during State Fiscal Year (SFY) 2016-2017, and after, for the operation and maintenance of traffic signals along critical and designated state highways with a required 50% municipal or private cash match. The latest round of Green Light Go awardees was announced on May 16, 2016. For more information, see www.dot.state.pa.us/signals.
- ▶ **Statewide Transportation Alternatives Program (TAP)** – 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. \$17,962,000 TAP funds, in FY17 and \$18,309,000 in FY18, and thereafter, are made available per the FAST Act directly to Pennsylvania for use in selecting projects on a competitive basis. A recent competitive round totaling \$26,000,000 of statewide TAP funding occurred in the spring of 2016, with final project selections expected in the summer/early fall of 2016. For more information, see www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/TAPHomepage

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Table 14: 2012 DVRPC Competitive CMAQ Program List

County	MPMS	Project Title	Agency Sponsor	Project Type	CMAQ Funding Amount
Bucks	96217	Chalfont Borough Route 152 Congestion Mitigation Project	Chalfont Borough	Traffic Flow Improvements	\$230,400
	96221	Multi-modal Access to New Britain Train Station	New Britain Borough	Traffic Flow, Bicycle, and Pedestrian Improvements	\$169,600
Chester	96240	Park Road Trail	Upper Uwchian Township	Bicycle and Pedestrian Improvements	\$764,726
	96241	US 202/Boot Road Interchange Area Adaptive Signal Control	West Goshen Township	Traffic Flow Improvements	\$244,000
Montgomery	96218	Fayette Street Interconnection Project	Conshohocken Borough	Traffic Flow Improvements	\$567,775
	96220	Lower Salford Adaptive Traffic System	Lower Salford Township	Traffic Flow Improvements	\$731,000
	96238	Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements	Upper Merion Township	Bicycle and Pedestrian Improvements	\$260,253
	96239	King of Prussia Business Improvement District Transit Shuttle	King of Prussia Business Improvement District	Transit Improvements	\$500,000
Montgomery and Philadelphia	96213	Manayunk Bridge Trail	Montgomery County Planning Commission	Bicycle and Pedestrian Improvements	\$204,246
	96215	City Avenue Adaptive Signals	City Avenue Special Services District	Traffic Flow Improvements	\$800,000
Philadelphia	96222	Enhanced Bike Facility Connection between Gray's Ferry and Bartram's	Mayor's Office of Transportation	Bike and Pedestrian Improvements	\$400,000
	96223	Philadelphia Signal Retiming	Philadelphia Streets Department	Traffic Flow Improvements	\$1,000,000
	96227	Traffic Operations Center Cameras	Philadelphia Streets Department	Traffic Flow Improvements	\$480,000
Regionwide	96236	SEPTA Dual GenSet Diesel Locomotive Repower	SEPTA	Diesel Retrofit	\$1,280,000
					\$7,632,000

Table 15: 2016 DVRPC Competitive CMAQ Program List

County	MPMS	CMAQ Project Title	Agency Sponsor	Project Type	CMAQ Funding Amount
Bucks	TBD	Neshaminy Greenway Trail	Bucks County	Bike / Pedestrian Facility	\$1,823,000
Chester	TBD	Paoli Pike Trail Segment D-E	East Goshen Township	Bike / Pedestrian Facility	\$1,736,000
Chester and Delaware	TBD	US 202/US 1 ITS Corridor	PennDOT	Traffic Flow Improvements	\$3,300,000
Delaware	TBD	Smithbridge Rd. Corridor Improvement Project	Concord Township	Traffic Flow Improvements	\$1,589,500
Delaware	TBD	Installation of Adaptive Signal Control Along Route 3	Haverford Township	Traffic Flow Improvements	\$560,000
Delaware	TBD	Pedestrian Enhancements for Media Borough	Media borough	Bike / Pedestrian Facility	\$727,854
Delaware	TBD	Connecting Wallingford to Mass Transit	Nether Providence Township	Bike / Pedestrian Facility	\$370,168
Montgomery	TBD	Easton Road Traffic Signal System Project	Abington Township	Traffic Flow Improvements	\$780,195
Montgomery	TBD	Fayette Street Traffic Signal Improvements	Conshohocken Borough	Traffic Flow Improvements	\$870,999
Montgomery	TBD	Route 463 Traffic Signal System Project	Hatfield Township	Traffic Flow Improvements	\$913,160
Montgomery	TBD	West Main Street Traffic Signal Improvements	Norristown Borough	Traffic Flow Improvements	\$487,825
Montgomery	TBD	Plymouth Township CNG	Plymouth Township	Alternative Fuel	\$128,989
Philadelphia	TBD	Advancing CNG in Philadelphia	Philadelphia (OTIS)	Alternative Fuel	\$2,000,000
Philadelphia	TBD	Ramping up to Rapid Transit on Roosevelt Boulevard	Philadelphia (OTIS)	Transit	\$1,999,500
Philadelphia	TBD	Reformatting N. 5th Street as a Complete Street	Philadelphia (OTIS)	Traffic Flow Improvements	\$2,020,000
Philadelphia	TBD	Fox Chase Lorimer Trail	Philadelphia (Parks)	Bike / Pedestrian Facility	\$868,700
Philadelphia	TBD	Navy Yard Contra Flow Loop Shuttle	PIDC	Shuttle	\$416,280
					\$20,592,170

Table 16: Phase 1 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	Reading to Hamburg Schuylkill River Trail Gap (Leesport section)	Schuylkill River National & State Heritage Area	DES & CON	\$142,630
Berks and Chester	Big Woods/Schuylkill-Hopewell Furnace Trail	PA DCNR	CON - Phase 1, Survey - Phase 2	\$500,000
Bucks	Neshaminy Creek Greenway (Phase I)	Doylestown Township	CON	\$130,148
Bucks	US Route 13 Crossing	PA DCNR	CON	\$471,000
Camden	Baldwin's Run Tributary Trail	Cooper's Ferry Development Corporation (Camden)	DES	\$150,000
Camden	Kaighn's Avenue to Route 130 Connector Trail	Camden County	CON	\$125,000
Chester	Chester Valley Trail Phase III	Chester County	CON	\$500,000
Chester	Phoenixville Schuylkill River Trail Segment – Phase I	Phoenixville Borough	DES & CON	\$285,000
Delaware	Darby Creek Trail	Haverford Township	CON	\$290,000
Mercer	Lawrence-Hopewell Trail: Lewisville Road Section	Lawrence-Hopewell Trail Corporation	CON	\$248,000
Montgomery	Chester Valley Trail Extension	Montgomery County Commissioners	CON	\$325,000
Montgomery	Canal Towpath Spillway Bridge	Montgomery County Commissioners	CON	\$170,000
Philadelphia	Tacony Frankford Greenway Trail	Philadelphia Parks & Recreation	CON	\$500,000
Philadelphia	Schuylkill South	Philadelphia Parks & Recreation	acquisition for future extension of waterfront trail	\$165,000
Philadelphia	Penn Street Trail	Delaware River Waterfront Corporation	DES & CON	\$500,000
Philadelphia	Schuylkill Crossing at Grays Ferry	Delaware River Waterfront Corporation	PE	\$260,000
Philadelphia	Manayunk Bridge	Manayunk Development Corporation	DES	\$400,000
Philadelphia	Spring Garden Street Greenway	Pennsylvania Environmental Council	DES	\$75,000
				\$5,236,778

Table 17: Phase 2 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	Schuylkill River Trail Monocacy Bridge	Schuylkill River Greenway Association	Study	\$60,000
Bucks	Neshaminy Creek Greenway (Multi-Use Trail Feasibility Study)	Bucks County Commissioners	Study	\$60,000
Burlington	Kinkora Trail Mansfield Township Community Park Connector	Burlington County Board of Chosen Freeholders	Study	\$40,000
Chester	Paoli-Chester Valley Trail Connector	Transportation Management Association of Chester County	Study	\$32,000
Delaware	East Coast Greenway Inactive Railroad Right-of-Way Title Search	Delaware County Planning Department	Study	\$12,000
Chester & Montgomery	Schuylkill River Trail Phoenixville-Mont Clare Connector	Greater Valley Forge Transportation Management Association	Study	\$40,000
Montgomery	Cynwyd Spur Trail Feasibility Study	Lower Merion Township	Study	\$40,000
Montgomery	Powerline Trail Connector	Montgomery Township	Study	\$32,000
Philadelphia	East Coast Greenway: SugarHouse Casino Through Penn Treaty Park	Delaware River Waterfront Corporation	Study	\$60,000
Philadelphia	Frankford Creek Greenway Feasibility Study	Philadelphia City Planning Commission and Philadelphia Parks and Recreation	Study	\$60,000
Philadelphia	Ivy Ridge Trail Feasibility Planning	Manayunk Development Corporation	Study	\$60,000
				\$496,000

Table 18: Phase 3 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Burlington	Kinkora Trail: Mansfield Community Park Connector	Burlington County Department of Resource Conservation	CON	\$500,000
Camden	Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp	Delaware River Port Authority	DES & CON	\$400,000
Mercer	Lawrence Hopewell Trail: Carter Road East and West	Lawrence Hopewell Trail Corporation	DES & CON	\$250,000
Bucks	Route 13-Green Lane Trail Connector	Bucks TMA	DES & CON	\$249,000
Bucks	Neshaminy Creek Greenway Design and Engineering	Chalfont Borough	DES	\$188,768
Chester	Phoenixville Schuylkill River Trail: Phase 2	Phoenixville Borough	CON	\$365,000
Delaware	Darby Creek Stream Valley Park Trail	Delaware County	DES & CON	\$500,000
Delaware	Newtown Square Rail Trail	Haverford Township	DES & CON	\$340,000
Montgomery	Tookany Creek Trail: Phase III	Cheltenham Township	CON	\$400,000
Montgomery	Lansdale Liberty Bell Trail	Lansdale Borough	DES & CON	\$160,840
Montgomery & Philadelphia	Manayunk Bridge Trail Construction Engineering Services	Philadelphia Mayor's Office of Transportation and Utilities	DES	\$60,000
Philadelphia	Tacony/Holmesburg Gap Waterfront Trail Design and Engineering	Delaware River City Corporation	DES	\$300,000
Philadelphia	Cobbs Creek Connector Trail	Philadelphia Parks and Recreation	DES & CON	\$275,000
				\$3,988,608

Table 19: Phase 4 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Bucks	Bridge Street Crossing – D&L Canal Towpath	Morrisville Borough	DES	\$61,000
Bucks	Newtown Branch Rail Trail, County Line to Bristol Road	Bucks County	DES	\$100,000
Burlington	Rancocas Creek Greenway	Burlington County	DES	\$300,000
Camden	Cooper River Trail, Pub Connector	Camden County	DES	\$37,820
Camden	Gloucester Township Bike Path	Camden County	DES	\$217,000
Chester	Chester Valley Trail 4a	Chester County Department of Facilities and Parks	CON	\$200,000
Delaware	Phase II of the Chester Creek Trail	Delaware County	DES	\$208,907
Gloucester	Harrison Trail	Gloucester	DES	\$400,000
Mercer	D&R Canal–Delaware River Heritage Trail Gap	D&R Greenways Land Trust	DES	\$110,000
Mercer	Trenton Wellness Loop	D&R Greenways Land Trust	CON	\$195,000
Montgomery	Cross County Trail	Montgomery County	Study	\$60,000
Montgomery	Chester Valley Trail Extension	Montgomery County	DES	\$150,000
Montgomery	Pennypack Trail Extension	Montgomery County	DES	\$60,000
Montgomery	Schuylkill River Trail – 422 to Moser Road	Montgomery County	CON	\$188,300
Philadelphia	Pennypack Trail Extension – State & Rhawn Crossing	Philadelphia Streets Department	DES	\$60,000
Philadelphia	Spring Garden Street Greenway	Philadelphia Streets Department	DES	\$400,000
Philadelphia	Frankford Creek Greenway	Philadelphia Department of Parks and Recreation	Study	\$56,400
Philadelphia	Martin Luther King Drive Trail	Philadelphia Department of Parks and Recreation	CON	\$500,000
				\$3,304,427

Table 20: TAP Projects Selected for Regional Funding by DVRPC Board on June 26, 2014

County	MPMS #	Project Title	Amount
Bucks	102830	Neshaminy Greenway Trail to Lenape Lane	\$800,000
	102831	Solebury Route 202 Gateway Trail	\$980,859
Chester	102832	Kennett and New Garden Townships Sidewalk Project	\$850,000
	102833	Village of Eagle Trail Connections	\$560,000
Delaware	102834	Pedestrian and Bicycle Accessibility Enhancements	\$420,000
	102835	Hillside Road Pedestrian Safety Improvements	\$530,000
	87119	Walkable Wallingford - Wallingford Ave SRTS	\$225,000
Montgomery	102836	Walk and Bike Pottstown Phase 1 &2	\$1,000,000
	102837	Liberty Bell Trail Connection	\$635,000
Philadelphia	102838	Philadelphia Bike Share Program	\$1,250,000
	102839	South Philadelphia Neighborhood Bikeway	\$250,000
Total			\$7,500,859

Table 21: TAP Projects Selected for Regional Funding by DVRPC Board on March 24, 2016

County	MPMS #	Project Title	Amount
Bucks	102830	Neshaminy Greenway Trail (Bristol to Upper State	\$1,255,000
Chester	107176	Paoli Pike Trail, Segment C	\$1,000,000
Delaware	107177	Moore Road Sidewalk Projects	\$825,000
	107178	Springfield Township Sidewalk improvements	\$280,000
Montgomery	107179	FWOP, Cross County Trail Final Segment	\$750,000
	107180	Powerline Trail Connection – Phase 1	\$850,000
Philadelphia	107181	Chetlen-Greene Plaza Reconstruction	\$370,000
	107182	City of Philadelphia SRT (Non-Infrastructure)	\$450,000
	107183	Make Way for Children, Expanding Ped. Infrastructure	\$950,000
	107197	Manayunk Bridge Trail Site Amenities	\$600,000
	107198	Safe Spaces for Cyclists: Building a Protected Bicycle Network	\$300,000
Total			\$7,630,000

Table 22: Round 1 of ARLE (2010 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
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>						\$210,000
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>						\$879,000
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>						\$576,000
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>						\$1,765,000
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
2011			CON	244	\$2,300,000	
93136	Pedestrian Countdown Signals (ARLE 1)	2011	CON	244	\$230,000	
93138	Radar Speed Trailers (ARLE 1)	2011	CON	244	\$75,000	
<i>Philadelphia Total</i>						\$8,545,000
Total Funds Awarded in Round 1 of ARLE						\$11,975,000

Table 23: Round 2 of ARLE (2011 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
Chester	95403	Caln Township Safety Improvements (ARLE 2)	2012	CON	244	\$146,000
<i>Chester Total</i>						<i>\$146,000</i>
Delaware	95404	Concord Township Safety Improvements (ARLE 2)	2012	CON	244	\$205,000
<i>Delaware Total</i>						<i>\$205,000</i>
Philadelphia	93135	Automated Red-Light Enforcement (ARLE 2) - Philadelphia	2012	CON	244	\$1,500,000
<i>Philadelphia Total</i>						<i>\$1,500,000</i>
Total Funds Awarded in Round 2 of ARLE						\$1,851,000

Table 24: Round 3 of ARLE (2012 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
Bucks	97991	Doylestown Township Signals Upgrade (ARLE 3)	2013	CON	244	\$90,000
	97992	East Rockhill Township Signal Improvements (ARLE 3)	2013	CON	244	\$17,000
	97997	Doylestown Township Signals (ARLE 3)	2013	CON	244	\$300,000
	98003	Bensalem Township Signal Upgrade (ARLE 3)	2013	CON	244	\$60,000
	98006	Warrington Township Safety Improvements (ARLE 3)	2013	CON	244	\$21,000
<i>Bucks Total</i>						\$488,000
Chester	97989	Franklin Township Safety Improvements (ARLE 3)	2013	CON	244	\$184,000
	98000	East Whiteland Township Signal Upgrade (ARLE 3)	2013	CON	244	\$83,000
	98001	Phoenixville Borough Signals (ARLE 3)	2013	CON	244	\$42,000
	98004	East Whiteland Township Signal Backup (ARLE 3)	2013	CON	244	\$10,000
	98005	London Britain Township Safety Improvements (ARLE 3)	2013	CON	244	\$10,000
<i>Chester Total</i>						\$329,000
Delaware	97994	Haverford Township Signal Upgrade (ARLE 3)	2013	CON	244	\$150,000
	97999	Concord Township Safety Improvements (ARLE 3)	2013	CON	244	\$55,000
	98002	Chadds Ford Signal Upgrade (ARLE 3)	2013	CON	244	\$45,000
<i>Delaware Total</i>						\$250,000
Montgomery	97993	Franconia Township Traffic Control (ARLE 3)	2013	CON	244	\$35,000
	97995	Lower Merion Township Signals (ARLE 3)	2013	CON	244	\$250,000
	97996	Upper Merion Township Signals (ARLE 3)	2013	CON	244	\$85,000
	97998	Lansdale Borough Signal Upgrade (ARLE 3)	2013	CON	244	\$216,000
	98007	Upper Dublin Township Safety Improvements (ARLE 3)	2013	CON	244	\$72,000
<i>Montgomery Total</i>						\$658,000
Philadelphia	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2013	CON	244	\$1,500,000
<i>Philadelphia Total</i>						\$1,500,000
Total Funds Awarded in Round 3 of ARLE						\$3,225,000

Table 25: Round 4 of ARLE (2013 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
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)	2014	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
Total Funds Awarded in Round 4 of ARLE						\$7,833,000

Table 26: Round 5 of ARLE (2014 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
Bucks	104162	Video Traffic Signal Detection Upgrade (ARLE 5)	2015	CON	244	\$49,000
	104163	Pedestrian Signal Upgrades (ARLE 5)	2015	CON	244	\$157,000
<i>Bucks Total</i>						\$206,000
Chester	104164	Traffic Signal Head Upgrade (ARLE 5)	2015	CON	244	\$9,000
	104165	Incident Management Upgrade (ARLE 5)	2015	CON	244	\$342,000
	104170	Traffic Signal Equipment Upgrade (ARLE 5)	2015	CON	244	\$73,000
	104171	LED Traffic Signal Upgrade (ARLE 5)	2015	CON	244	\$61,000
<i>Chester Total</i>						\$485,000
Delaware	104172	Pedestrian Facilities Improvement (ARLE 5)	2015	CON	244	\$33,000
<i>Delaware Total</i>						\$33,000
Montgomery	104173	Traffic Signal Safety Upgrade (ARLE 5)	2015	CON	244	\$35,000
	104174	Traffic Signal Improvement (ARLE 5)	2015	CON	244	\$82,000
	104175	Signal System Upgrade (ARLE 5)	2015	CON	244	\$202,000
<i>Montgomery Total</i>						\$319,000
Philadelphia	104176	Philadelphia Fiber Optic Network Expansion (ARLE 5)	2015	CON	244	\$500,000
	104177	Philadelphia Intersection Upgrades (ARLE 5)	2015	CON	244	\$1,000,000
	104178	Philadelphia Modern Roundabouts (ARLE 5)	2015	CON	244	\$1,000,000
	104179	Philadelphia Traffic Calming (ARLE 5)	2015	CON	244	\$1,000,000
<i>Philadelphia Total</i>						\$3,500,000
Total Funds Awarded in Round 5 of ARLE						\$4,543,000

Table 27: Round 6 of ARLE (2015 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Fund Source	Amount
Bucks	107458	Perkasie Borough - 2015 ARLE	2016	CON	244	\$109,000
<i>Bucks Total</i>						\$109,000
Chester	107459	Schuylkill Township - 2015 ARLE (ARLE 6)	2016	CON	244	\$188,000
	107460	Willistown Township - 2015 ARLE (ARLE 6)	2016	CON	244	\$180,000
<i>Chester Total</i>						\$368,000
Montgomery	107455	Abington Township - 2015 ARLE (ARLE 6)	2016	CON	244	\$264,000
	107456	Cheltenham Township - 2015 ARLE (ARLE 6)	2016	CON	244	\$84,000
	107457	Limerick Township - 2015 ARLE (ARLE 6)	2016	CON	244	\$16,000
<i>Montgomery Total</i>						\$364,000
Philadelphia	TBD	City of Philadelphia ARLE - 2015 ARLE (ARLE 6)	2016	CON	244	\$700,000
	TBD	City of Philadelphia ARLE - 2015 ARLE (ARLE 6)	2016	CON	244	\$275,000
	TBD	City of Philadelphia ARLE - 2015 ARLE (ARLE 6)	2016	CON	244	\$525,000
	TBD	City of Philadelphia ARLE - 2015 ARLE (ARLE 6)	2016	CON	244	\$1,000,000
	TBD	City of Philadelphia ARLE - 2015 ARLE (ARLE 6)	2016	CON	244	\$300,000
<i>Philadelphia Total</i>						\$2,800,000
Total Funds Awarded in Round 6 of ARLE						\$3,641,000

Table 28: Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion

Funding Year 2013/2014			
Project Sponsor	Project Title	Project Description	Award Amount
East Penn Railroad LLC	WNP Rehabilitation	Surface 10,000 track feet, renew 1 rail/highway grade crossing, and replace 2500 ties on the Perkiomen Line. In addition, surface 20,000 track feet, install 2800 ties, and replace 700 track feet of rail on the Wilmington & Northern Line.	\$439,640
Mittal Steel USA Railways, Inc.	Outbound Yard Rehab	Outbound yard rehabilitation project rebuilding 1,598 feet of track and replacing two turnouts.	\$230,790
James J. Anderson Construction Company, Inc.	Riverside Track Rehab	Rehabilitation of 5,518 feet of Loop Track within JJA's two leaseholds.	\$476,000
Arcelor Mittal Plate, LLC	Slab & Rolling Mill Track	Rehabilitation of 1,582 feet of track and replacement of turnout at the 140"/206" slab and rolling mill building.	\$197,610
Funding Year 2014/2015			
Project Sponsor	Project Title	Project Description	Award Amount
Chester County Economic Development Council	Mogreena Rail Siding	Construct a new 200 foot rail siding.	\$171,990
Consolidated Rail Corporation	Rehabilitation of Industrial Tracks in the Philadelphia Area	Install 4,400 ties, 1,368 feet of timbers, surface 27,081 feet of track in three locations in the Philadelphia area.	\$634,106
Lansdale Warehouse Co., Inc.	Siding Rehabilitation	Remove and replace contaminated ballast, install new drainage system, clear existing drainage system, raise, gage, and level 400 feet of existing siding, install 100 new ties.	\$32,900
Philadelphia Regional Port Authority	Track Rehabilitation at Forest Products Distribution Center (Piers 78-80 Complex)	Replace existing flangeway, install double edge gauge rods and re-spike existing ties, upgrade existing asphalt paving, install rail, ties, switch timbers, bolts, and ballast.	\$278,705

Table 28: Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion
(continued)

Funding Year 2015/2016			
Project Sponsor	Project Title	Project Description	Award Amount
Consolidated Rail Corporation		Replace three existing railroad diamonds	\$259,748
Mittal Steel USA Railways, Inc.	Outbound Yard Rehab	Repaired a 310-foot stone masonry retaining wall, and improve 1,085 feet of track and install two turnouts.	\$312,550
Total			\$3,034,039

Table 29: Rail Transportation Alternative Program for DVRPC Pennsylvania Subregion (RTAP)

Funding Year 2013/2014			
Project Sponsor	Project Title	Project Description	Award Amount
Bucks County Preservation and Restoration Corporation	NHRR 2013 RTAP	Replacement of aging 90 lbs. RDG rail with new 130 or heavier rail.	\$1,827,000
Pennsylvania Northeastern Railroad (PN)	Class II Upgrade	Installation of 6,000 railroad ties and surfacing of 16,000 feet of track	\$539,000
Funding Year 2014/2015			
Arcelor Mittal Plate, LLC	Modeena Railroad Bridge	Bridge rehabilitation and track replacement.	\$2,800,000
Kinder Morgan Bulk Terminal	Keysonte Industrial Port Complex Expansion Project	Construct 6,600 feet of track with 3 number 10 turnouts and associated drainage facilities and 120 track feet of public grade crossing with the required utility protection, relocation and drainage construction.	\$1,154,300
SMS Rail Service, Inc.	Penn Warner Industrial Park Upgrade and Expansion	Construct one 800 foot siding and install a new switch, remove 7 rail track switches and install new 115 pound or larger switches, install 800 cross ties, and resurface track.	\$613,682
Funding Year 2015/2016			
East Penn Railroad LLC		For turnouts, rail, ties, resurfacing and rebuilding a 2,000-foot siding, as well as replacing 3,800 mainline ties, 110 mainline switch timbers, surfacing five mainline turnouts and 18,750 feet of mainline track.	\$665,000
Total:			\$7,598,982

Table 30: CFA/DCED 2016 Multimodal Transportation Fund (MTF) Awards

County	Project Title	Applicant	Award
Bucks	Bristol Borough Day Docks and Access Pier	Borough of Bristol	\$700,784
	2015 MTF	Borough of Perkasio	\$283,171
	Delaware Valley University Pedestrian Safety Improvements	Delaware Valley University	\$1,029,436
	Bustleton Pike/2nd Street Pike	Northhampton Township	\$350,000
	Woodbourne Road Quiet Zone	Township of Middletown	\$177,800
Chester	400 Westside	400 Westside LP	\$188,859
	Wayfinding 2015	Borough of Phoenixville	\$126,000
	Local Highway Development	Communications Test Design, Inc.	\$612,724
	West James Street Rehabilitation	Honey Brook Borough	\$161,553
	North Coventry Street Light Conversion to LEDs	North Coventry Township	\$70,000
	Intersection Improvements at Jenner's Village	Penn Township	\$276,409
	Roadway Improvement on Porthouse Road & PA Route 29	Phoenixville Area School District	\$325,000
Delaware	Concord Road & Donnelly Avenue Community Center Roundabout	Aston Township	\$315,000
	Concord Road & Macintyre Drive Roundabout	Aston Township	\$332,500
	Stoney Creek Yard Reconfiguration Project	Consolidated Rail Corporation	\$1,000,000
	N. Wayne Ave./Poplar Ave. Pedestrian Improvements	Radnor Township	\$147,634
	Saxer Ave. & Brookside Road Improvements	Springfield Township	\$873,315
	Darby Road Streetscape Improvements	Township of Haverford	\$450,000
Montgomery	Ensuring Safe Multimodal Transportation in Abington Townships	Abington Memorial Hospital	\$51,730
	Old York (PA611) & Susquehanna Road Intersection	Abington Township	\$812,486
	Pennypack Elementary School Pedestrian Bridge Reconstruction	Borough of Hatboro	\$225,572
	Elkins Pak West Transp. & Pedestrian Improvements II	Cheltenham Township	\$350,000
	Cowpath Road & Orvilla Road Intersection Improvements	Hatfield Township	\$280,000
	Sanatoga Interchange Improvements	Limerick Township	\$2,102,304
	Spring House Roadway Improvement Project	Lower Gwynedd Township	\$1,027,500
	SR 63 Roadway & Structure Improvement Project	Lower Salford township	\$787,810
	Upper Perkiomen Valley Wayfinding	PerkUp Corporation	\$275,000
	Upper Dublin/PA Turnpike Zip Ramp	Upper Dublin Township	\$2,037,739
Ursinus College Pedestrian Safety	Ursinus College	\$186,485	
Philadelphia	City Avenue Project	City Avenue Special Services District of Philadelphia & Lower Merion	\$2,050,000
	Knitting the Network - Philadelphia Bicycle Facilities	City of Philadelphia Streets Department	\$400,415
	Philadelphia's Bike Share Program	City of Phila., Mayor's Office of Transportation	\$799,585
	Penn's Landing Multimodal	Delaware River Waterfront Corporation	\$625,000
	Frankford Transit Oriented Development Project	Frankford Community Development Corporation	\$140,658
	Lower Germantown Complete & Green Streets Project	Philadelphia Water Department	\$250,000
	University City High School Redevelopment	Wexford Science & Technology, LLC	\$600,000
Total			\$20,422,469

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CHAPTER 8: MAJOR PROJECT STATUS REPORT

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Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report State Transportation Improvement Program (STIP) for Pennsylvania (FY2015 - 2018)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY2015-18 STIP.

Table 31: Major Project Status Report - Transit

TRANSIT			
MPMS#	COUNTY	PROJECT NAME	PROJECT STATUS
15407	SEPTA	Villanova Intermodal Station Accessibility	This is an active and ongoing project that is being advanced in phases. Phase 1 is in construction and Phase 2 is in design.
59966	SEPTA	Capital Asset Lease Program	This is an active and annual program.
59973	SEPTA	Utility Fleet Renewal Program - Non Revenue Vehicles	This is an active and annual program.
60255	SEPTA	Regional Rail Signal Modernization Program	This program is fully funded.
60271	SEPTA	Station Accessibility Program - ADA Compliance	The Station Accessibility Program- ADA Compliance projects are currently being funded under MPMS #77183.
60275	SEPTA	Debt Service	This is an active and annual program.
60317	SEPTA	Federal Preventive Maintenance	This is an active and annual program.
60335	SEPTA	City Hall Station / 15th Street Station Rehabilitation	This is an active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) construction is expected to start in the Fall of 2016. Phase 3 (City Hall Under Pinning) is in design with construction scheduled to start in 2017. Phase 4 (City Hall Station) is in design.
60540	SEPTA	Parking Improvements / Expansion	This is an active and annual program.
60574	SEPTA	Paoli Transportation Center	This is an active and ongoing project that will be completed in phases. Phase 1 is in construction (Amtrak).
60582	SEPTA	Vehicle Overhaul Program	This is an active and annual program.

TRANSIT			
MPMS#	COUNTY	PROJECT NAME	PROJECT STATUS
60599	SEPTA	Paratransit Vehicle Purchase	This is an active and annual program.
60611	SEPTA	Fare Collection System/New Payment Technologies	This is an active and ongoing project that will be completed in phases. Phase 1 of the project included the complete design, partial deployment and testing of the data network and the SEPTA Key system. Phase 2 includes the installation of the system on Rail Transit, Trolley and Bus fleets. In the last phase of the project, Regional Rail, Parking Operations, and Customized Community Transportation (CCT) will transition to the SEPTA Key.
60636	SEPTA	Elwyn to Wawa Rail Restoration	This is an active and ongoing project. Construction is expected to start in 2017.
60638	SEPTA	Regional Rail Car, Locomotive, and Trolley Acquisition	This is an active and annual program.
60651	SEPTA	Substation Improvement Program	This is an active and annual program.
60655	SEPTA	Levittown Intermodal Facility Improvements (B)	This is an active and ongoing project that is currently in construction.
77183	SEPTA	Transit and Regional Rail Station Program	This is an active and annual program.
90497	SEPTA	Infrastructure Safety and Renewal Program	This is an active and annual program.
90512	SEPTA	SEPTA Bus Purchase Program	This is an active and annual program.
93588	SEPTA	Exton Station	This is an active and ongoing project that will be completed in phases. Phase 1 is in construction.
95402	SEPTA	Bridge Improvement Program	This is an active and annual program.
102565	SEPTA	Track Improvement Program	This is an active and annual program.
102567	SEPTA	Roof Improvement Program	This is an active and annual program.
102569	SEPTA	Maintenance & Transportation Facilities	This is an active and annual program.
102571	SEPTA	Communications & Signal Improvements	This is an active and annual program.

TRANSIT			
MPMS#	COUNTY	PROJECT NAME	PROJECT STATUS
102573	SEPTA	Catenary Improvements	Catenary Improvement projects are currently being funded under MPMS #60651.
103626	SEPTA	Resiliency Program	This is an active program of projects, which are in design and construction.
105572	SEPTA	Lansdale Area Improvements	This is an active and ongoing project that will be completed in phases. Phase 1 is complete. Phase 2 is in construction.

Table 32: Major Project Status Report – Bucks County

BUCKS COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
12923	Bristol Road Extension	Project is advertised for design consultant services
13347	I-95, PA Turnpike Interchange (TPK)- STAGE 1	Turnpike identifying possible uses for remaining funds, to be discussed with PennDOT and DVRPC.
13549	US 1 (Bridges) Design (Section 03S)	Design and ROW acquisitions underway (FPN X061-151). To be constructed via MPMS# 93444, 93445, and 93446
93444	Route 1 Improvement-South (Section RC1)	FD and ROW acquisition efforts underway (FPN X061-151)
93445	Route 1 Improvement-North (Section RC2)	FD and ROW acquisition efforts underway (FPN X061-151)
93446	Route 1 Improvement Frontage Corridor (Section RC3)	PE underway (FPN X061-151)
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)	FD and ROW acquisition underway (FPNs T061-132 and X062-251)
102272	Holland Road at Buck Road and Route 532	Initiating scoping and design consultant selection; schedule to be developed after scoping.
50634	County Line Road Restoration (M04)(3R)	PE completed; CE approved; partial FD ongoing; coordinating w/PECO & Verizon regarding pole relocations; developing Final ROW Plan; estimated early 2019 construction start.
57619	Route 313 Corridor Improvements	Final design activities restarted with execution of supplement. Updates to ROW plans and wetlands mitigation plan are being worked on. Estimated late 2019 construction start.
64779	County Line Road Widening	in Construction
95439	I-95, PA Turnpike Interchange (TPK)- Section D10	in Construction
95444	I-95, PA Turnpike Interchange (TPK)- Section D20	in Construction

Table 33: Major Project Status Report – Chester County

CHESTER COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
95366	US 202 over AMTRAK	FD (non-federal) underway and CON authorization anticipated in August
47979	Paoli Trans Ctr Rds Improvements/Darby Rd Bridge	PE just authorized and started
84884	US 30, Coatesville Downingtown Bypass (CWR-Western Section)	PE underway (FPN 3172-202). Developing purpose and needs and looking to break up corridor project into independent projects for advancement.
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	PE underway (FPN 3172-202) and developing purpose and need.
14327	PA 926 Bridge Over Brandywine Creek	PS&E submitted; awaiting Final approvals
59434	Schuylkill River Trail (Q20)	This project is moving through the design development process. We are hoping to finalize Safety Review and ROW documents over the next several months.
14698	US 422, Reconstruction (M2B)	PS&E estimate is Nov. 2018
64220	US 422 Expressway Reconstruction (M03)	in PE with estimated NEPA Oct. 2017
14581	US 1 Expressway Reconstruction (Northern Section)	in PE, estimated NEPA is June 2018

Table 34: Major Project Status Report – Delaware County

DELAWARE COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
92808	Marshall Rd o/ Cobbs Crk (Bridge)	In the process of advertising for a design consultant
79329	Bridgewater Road Extension	PE will start after initial authorization during 2017 TIP period.
69817	US 322, Featherbed Lane to I-95 (Section 102)	FD and ROW acquisition efforts underway (FPN 0486-102)
15251	US 1, Baltimore Pike Interchange Improvements	PE (non-federal) underway
15406	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line	Pre-Con work almost complete, looking to authorize CON phase in August
69665	South Creek Road Bridge Over Brandywine Creek	PE underway. Bridge contributes to NR eligible rural historic district.
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	Amtrak is currently constructing a new catenary structure and will then remove the existing bridge (8/2016). The project sponsor (City of Chester) has advertised for a new design consultant to complete design of a replacement bridge. Once that is chosen (8/2016) Final Design will begin.
69816	US 322, US 1 to Featherbed Lane (Section 101)	PS&E anticipated for fall 16
88407	I-95 Overhead Bridges	in Construction

Table 35: Major Project Status Report – Montgomery County

MONTGOMERY COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
16577	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade	Project is advertised for design consultant services
102273	Second Collegeville Bridge Crossing	In the process of advertising for a design consultant
48186	Pottstown Area Signal System Upgrade	PS&E submitted for letting in late August or September.
77211	PA 309 Connector - Phase 2	PE underway (FPN 1448-101)
63486	US 202, Johnson Highway to Township Line Road (61S)	FD and ROW acquisition underway (FPNs 0031-003, X064-215)
63490	US 202, Township Line Road to Morris Road (61N)	FD and ROW acquisition underway (FPNs 0031-003, X064-216, T064-124)
63491	US 202, Morris Road to Swedesford Road (65S)	FD and ROW acquisition underway (FPN X064-185)
48174	PA 63, Welsh Rd.	FPN previously closed and paid back. Project not funded since 2005 TIP.
86924	PA 422, Resurfacing (PM2)	FD underway (FPN T064-137) and almost complete. We are looking to let this project in early 2017
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	The project is in Preliminary Engineering. A Safety Review submission, completion of the CEE and a TS&L submission are all being worked on currently. Estimated 2019 construction start.
83742	Keim Street Bridge Over Schuylkill River	in PE with estimated NEPA Mar 2017
16705	Chester Valley Trail Extension (C036)	This project is moving through the design development process. We are hoping to finalize our Safety Review Documents shortly.
79864	Lafayette Street, Barbados Street to Ford Street Widening (MGN)	R/W is clear, working on CEE Re-Eval anticipate Let date 2/23/17
80021	US 202, Markley Street Improvements (Section 510)	Anticipate PS&E package submission on 8/ 5/2016
16738	US 422 Expressway Section M1B	in final design; anticipated PS&E of Oct. 2017
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	PE reactivated: estimated NEPA Dec '17
48187	Henderson/Gulph Road Widen near I-76 Ramps	Design on hold with funding in 2nd 4yrs of 2017 TIP
84308	US 422 "S" Curve/Stowe Interchange	PS&E Aug 2016 with anticipated letting in Dec 2016

Table 36: Major Project Status Report – Philadelphia County

PHILADELPHIA COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
17816	Chestnut Street Bridges, Ramps, (8) at 30th Street	PS&E submitted for letting in October.
69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	Design progressing for a fall 2019 letting.
69913	Grays Ferry Avenue Bridge Over Schuylkill River	Design progressing for a July 2017 letting.
47811	Bridge Street Design (Section BSR)(IMP)	Design progressing. This is the design parent for 79908, 79910, 87784, 103562, 103563, and 103564.
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)	Design progressing for a August 2018 letting.
79905	I-95: Betsy Ross Mainline (BR3)	Design progressing for a 2022 letting.
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	Design progressing for an April 2018 letting.
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	Design progressing for a 2020 letting.
46958	Philadelphia Naval Shipyard Access	FD underway (FPNs 0122-101, FLAP-004) and almost complete. We are looking to authorize CON funds for this municipal project in August
83736	Roosevelt Blvd over Wayne Junction (WAV)	PE completed; CE approved; FD ongoing; coordinating w/SEPTA regarding TCE and railroad operations; analyzing alternate detour routes; estimated late 2018 construction start.
70231	Swanson Street Reconstruction	
105488	Citywide Resurfacing 105	
17782	I-95 & Aramingo Ave., Adams Ave. Connector	PS&E is in; letting anticipated in Oct.2016
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	This project is the design parent for all of the GR sections.
79827	I-95 Southbound: Columbia-Ann St N (GR4)	PS&E is anticipated for Jan'17
79828	I-95: Race - Shackamaxon (GR5)	This project is currently in the final design phase.
47813	I-95: Ann Street to W heatsheaf Lane (AFC)	This project is the design parent for all of the AF sections.
79911	I-95: Allegheny Ave Interchange Advance Contract (AFI)	in final design, PS&E expected in June 2017.
79912	I-95: Allegheny Ave Inter (AF2)	Project manager anticipates NEPA Dec. 2016
98207	I-95 Congestion Management	FLEX
61712	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	in Construction

PHILADELPHIA COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	in Construction
79686	I-95, Columbia Avenue to Ann Street (GR1)	in Construction
80054	Bridges Over Vine Street Expressway (I-676) (PAB)	in Construction
88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1	in Construction
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	in Construction
79826	I-95 Northbound: Columbia-Ann St N (GR3)	in Construction

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APPENDIX A

BOARD RESOLUTIONS

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections 2040* Long-Range Plan (Plan) and the FY2017 Transportation Improvement Program (TIP) for Pennsylvania

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and Transportation Improvement Programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, portions of Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards as required by CAAA under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, each state's SIP is sovereign and where governing SIP MVEBs exist, conformity can be demonstrated for each state in an MPO's region individually, and

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the designated areas; and,

WHEREAS, DVRPC has completed the conformity analysis of the FY 2017 TIP for Pennsylvania and an amendment to the Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

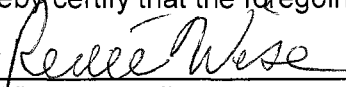
WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 2008 Ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} nonattainment and maintenance areas, and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers, and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the *Connections 2040* Long-Range Plan and the DVRPC FY 2017 Transportation Improvement Program for Pennsylvania conforms to the State Implementation Plan of Pennsylvania, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 28th day of July, 2016 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY17-001.



Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2017 Transportation Improvement Program (TIP)
for Pennsylvania (FY2017-FY2020)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden, and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, portions of Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards as required by CAAA under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2017, 2020, 2025, 2035 and 2040 than the applicable established budgets for the respective analysis year; and that emissions estimates of CO are not required for areas with limited maintenance plans, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Connections 2040 Long-Range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

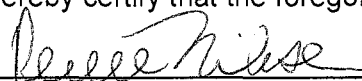
WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-FY2020) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY2017 Transportation Improvement Program for Pennsylvania (FY2017-FY2020) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 28th day of July 2016 by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY17-002.



Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS**

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the TIP that its transportation planning and programming process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d) and 40 CFR Part 93), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with a reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the Transportation Improvement Program (TIP) has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas has been met; and

WHEREAS, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation Act of 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC will work with its partners to consider these new factors in the planning process; and,

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 29 U.S.C. 794 have been met and the requirements of Executive Order # 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act 42 U.S.C. 12101 et seq. and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and Regional Transit Advisory Committee and, continuing to provide an explicit opportunity for transit agency comment during Board meetings for every agenda Action Item; and,

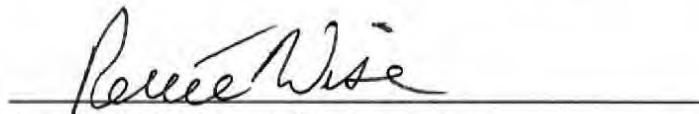
WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY16-005

A handwritten signature in cursive script, reading "Renee Wise", is written over a horizontal line.

Renee Wise, Recording Secretary



APPENDIX B

STATE DOT FINANCIAL GUIDANCE
2017 PROGRAM UPDATE INVESTMENT
PLAN AND FORMULA SUMMARY



STATE DOT FINANCIAL GUIDANCE

PENNSYLVANIA’S 2017 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

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 2017 Program update. The Financial Guidance Work Group is comprised of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA) and PennDOT staff. 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 current federal surface transportation legislation is entitled the Fixing America's Surface Transportation Act (FAST Act). It was signed into law by President Obama on December 4, 2015 and includes funding from federal fiscal year (FFY) 2017 through 2020. The FAST Act builds upon the streamlined and performance-based initiatives created by MAP-21 and provides a predictable level of funding with modest growth while ensuring the solvency of the Highway Trust Fund through the life of the legislation.

The FAST Act continues the programs authorized by MAP-21 with a few notable changes. While the National Highway Performance Program (NHPP) continues to be the largest funding category and is generally unchanged, a National Freight Program has been established to improve the efficient movement of freight. The Surface Transportation Program and Transportation Alternatives Program continue with minor changes but receive new names: Surface Transportation Block Grant Program and Surface Transportation Block Grant Program Set-Aside.

The Financial Guidance Work Group reached general agreement on draft financial guidance components at during their October 1, 2015 meeting/conference call. A conference call was held on October 15, 2015 with all Planning Partners and District Executives. During this call, consensus to move forward with the proposed draft 2017 Financial Guidance and Scorecard of Influence was recommended. After the passage of the FAST Act, a follow up call was held on December 16, 2015 with the Work Group to reaffirm the agreement and review updated funding tables. The recommendations of the work group that are reflected in this document include the following:

- Needs based formulas that were revised to reflect the new provisions in MAP-21 in the 2015 Program update have continued for the development of the 2017 Program Update.
- Anticipated available federal highway, bridge and transit funds reflect initial FAST Act apportionment tables.
- State Motor License Funds reflect a decrease due to declining revenues, increased maintenance costs, proposed budget line items for other state agencies, and debt service on existing bonds.

- 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 Rapid Bridge Replacement (RBR) program will be funded on the statewide program for the first two years of the 2017 Program. The Statewide program will cover 50% of the costs of the Rapid Bridge Replacement program for the final two years with the remaining 50% coming from each region’s percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region’s distribution and are reserved in a separate item for the Statewide Program.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2017 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 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 expected estimated apportionment levels. State funding levels reflect revenue generated with the passage of Act 89 in November 2013, as well as, budget projections for the 2015/16 State budget.

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 in consultation with the Governor.
- **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 \$36 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. 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 Block Grant 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 2015 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: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

- **Surface Transportation Block Grant 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: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

- **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 or the FAST Act. 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)** – Federal 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 Block Grant Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates 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 sub-allocation formula is currently based on the 2010 Federal Census.

- **Surface Transportation Block Grant Program Set-Aside (former 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 (TAU). 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 \(May, 2009\)](#).
- **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.
- **National Freight Program (NFP)** – funding for this program will be held in a statewide line item pending official guidance from FHWA.
- **Highway-Rail Grade Crossing Safety (RRX)** – funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. Centralized management of this program allows for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects.

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/APL)** – dedicated funding was not continued by MAP-21 or the FAST Act. 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. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). 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 or the FAST Act. 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 now go directly to the Counties through liquid fuels payments under a new Appropriation code. This began 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 2017 Program period (October 1, 2016), and which will require conversion funding during the 2017 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, Act 3 of 1997 and Act 89 of 2013, 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. The Secretary will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO/RPO submission of draft programs and the air quality conformity analysis period.

Each planning region will submit its draft program to the Secretary of Transportation in accordance with the attached schedule (Appendix 6). Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations. This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly demonstrate a financially constrained draft program.

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 2017 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 FFY 2015 via MAP-21 and its successor, the FAST Act.

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 2013. 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. These funds are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – 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
 - 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 for Capital projects (Section 1514)** – 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.
- **Capital Improvement Program (Section 1517)** – 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 (Section 1517.1)** – This is competitive grant program to implement capital improvements conversion to an alternative energy source.
- **New Initiatives Program (Section 1515)** – 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.
- **Programs of Statewide Significance (Section 1516)** – 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, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State 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 (TIPs) to PennDOT by January 22, 2016. It is expected that all draft programs will be fiscally constrained at the time of submission. The Secretary of Transportation will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO and RPO submission of draft programs.

Appendix 1
Available Funds
2017 Financial Guidance
Highway and Bridge Funds (\$000)

Federal Funds	2017	2018	2019	2020	Total
National Highway Performance Program (NHPP)*	933,132	950,874	970,482	990,687	3,845,174
Surface Transportation Block Grant Program (STP)	439,113	448,566	457,092	467,754	1,812,525
Highway Safety Improvement Program (HSIP)*	95,779	97,585	99,354	101,371	394,088
Congestion Mitigation and Air Quality (CMAQ)*	104,278	106,261	108,206	110,404	429,149
National Highway Freight Program*	44,806	48,879	54,989	61,099	209,773
Surface Transportation Block Grant Set Aside (TAP)	26,057	26,561	26,561	26,561	105,740
Railway-Highway Safety Crossings (RRX)	6,755	6,902	7,049	7,196	27,902
Subtotal -- Federal Funds	1,649,920	1,685,627	1,723,732	1,765,071	6,824,350
State Funds	2017	2018	2019	2020	Total
State Highway (Capital)	677,550	715,606	664,864	610,392	2,668,411
State Bridge	230,450	243,394	226,136	207,608	907,589
Subtotal -- State Funds	908,000	959,000	891,000	818,000	3,576,000
Grand Total	2,557,920	2,644,627	2,614,732	2,583,071	10,400,350

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2017	2018	2019	2020	Total
NHPP Apportionment	933,132	950,874	970,482	990,687	3,845,174
20% Statewide Reserve	186,626	190,175	194,096	198,137	769,035
Less Local Bridge Inspection	2,400	2,472	2,546	2,623	10,041
Less Interstate Management Program	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	426,727	440,850	456,461	472,549	1,796,587

Surface Transportation Block Grant Program	2017	2018	2019	2020	Total
STP Apportionment	439,113	448,566	457,092	467,754	1,812,525
Less STP-Urban Mandatory Distribution	141,871	147,712	153,360	159,843	602,785
Less Set-Aside for Off-System Bridges	73,797	73,797	73,797	73,797	295,187
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Less Local Bridge Inspection/Training	2,880	2,952	3,026	3,103	11,961
Less Environmental Resource Agencies	2,601	2,677	2,761	2,847	10,885
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>214,220</i>	<i>217,683</i>	<i>220,404</i>	<i>224,420</i>	<i>876,729</i>
Less Spike (20% of Remaining STP)	42,844	43,537	44,081	44,884	175,346
STP Funds to Distribute	171,376	174,147	176,324	179,536	701,383

Highway Safety Improvement Program	2017	2018	2019	2020	Total
HSIP Apportionment	95,779	97,585	99,354	101,371	394,088
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	35,000	35,000	35,000	35,000	140,000
HSIP Funds to Distribute	48,779	50,585	52,354	54,371	206,088

Congestion Mitigation and Air Quality	2017	2018	2019	2020	Total
CMAQ Apportionment	104,278	106,261	108,206	110,404	429,149
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ funds to distribute	81,023	83,006	84,951	87,149	336,128

National Highway Freight Program	2017	2018	2019	2020	Total
Statewide Program	44,806	48,879	54,989	61,099	209,773

Surface Transportation Block Grant Set-Aside	2017	2018	2019	2020	Total
TAP Apportionment	26,057	26,561	26,561	26,561	105,740
TAP Mandatory Distribution for Urban Areas	8,095	8,251	8,251	8,251	32,849
TAP Funds -- Statewide Competitive Program	17,962	18,309	18,309	18,309	72,891

Railway-Highway Safety Crossings	2017	2018	2019	2020	Total
Statewide Program	6,755	6,902	7,049	7,196	27,902

State Funds	2017	2018	2019	2020	Total
State Highway (Capital)	677,550	715,606	664,864	610,392	2,668,411
State Bridge	230,450	243,394	226,136	207,608	907,589
Total State Funds (for Discretionary Calculation)	908,000	959,000	891,000	818,000	3,576,000
Mandatory 15% Discretionary (Highway Funds)	136,200	143,850	133,650	122,700	536,400

State Highway (Capital)	2017	2018	2019	2020	Total
Highway (Capital) After Discretionary Set-Aside	541,350	571,756	531,214	487,692	2,132,011
Less Environmental Resource Agencies	650	669	690	712	2,721
Less State Bridge Inspection	21,600	22,248	22,915	23,603	90,366
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) funds to Distribute	490,699	520,439	479,209	434,977	1,925,324

State Bridge	2017	2018	2019	2020	Total
State Bridge funds to Distribute	230,450	243,394	226,136	207,608	907,589

Total Distributed/Statewide Reserve	2017	2018	2019	2020	Total
	2,429,545	2,514,673	2,483,313	2,449,900	9,877,431

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2017 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	125,595	26,964	76,501	35,934	12,244	12,754	0	0	30,020	3,857	67,597	391,466
SPC	123,351	41,659	104,441	53,459	18,349	10,261	0	0	18,184	1,778	31,168	402,650
Harrisburg	13,541	6,153	16,492	6,400	2,617	2,833	0	0	4,115	456	7,990	60,597
Scranton/WB	16,135	7,559	15,975	8,810	3,523	2,691	0	0	3,341	391	6,858	65,284
Lehigh Valley	17,528	6,983	17,057	8,285	3,319	3,021	0	0	4,847	648	11,365	73,053
NEPA	11,233	9,829	20,143	10,373	4,477	2,758	0	0	1,467	0	0	60,278
SEDA-COG	15,932	6,887	20,924	7,026	2,705	2,127	0	0	0	0	0	55,601
Altoona	1,589	1,553	3,297	1,398	704	1,060	0	0	793	0	0	10,393
Johnstown	3,803	2,054	5,976	1,928	849	1,070	0	0	1,076	0	0	16,757
Centre County	3,368	1,655	4,320	1,670	685	1,022	0	0	961	0	0	13,681
Williamsport	3,175	2,214	6,794	1,774	787	1,032	0	0	0	0	0	15,775
Erie	3,302	3,112	8,116	2,705	1,280	1,646	0	0	1,751	0	0	21,911
Lancaster	9,527	5,686	13,894	5,826	2,513	2,511	0	0	3,890	412	7,226	51,484
York	3,654	3,864	13,225	2,913	1,331	2,198	0	0	3,257	238	4,171	34,852
Reading	20,843	7,650	11,759	10,856	4,166	2,294	0	0	3,081	273	4,786	65,710
Lebanon	2,875	1,234	3,449	1,259	477	1,079	0	0	1,000	0	0	11,373
Mercer	3,290	2,487	4,384	2,786	1,212	1,097	0	0	728	40	710	16,733
Adams	2,182	1,570	4,811	1,452	631	961	0	0	633	0	0	12,239
Franklin	1,733	1,617	5,588	1,296	557	1,119	0	0	934	0	0	12,843
Total Urban	382,657	140,730	357,147	166,149	62,426	53,533	0	0	80,075	8,095	141,871	1,392,682
Northwest	23,565	7,588	22,429	9,020	2,940	1,692	0	0	0	0	0	67,233
N. Central	8,828	7,469	22,351	6,890	2,790	1,699	0	0	509	0	0	50,537
N. Tier	6,026	7,365	25,964	5,798	2,531	1,570	0	0	438	0	0	49,692
S. Alleghenies	5,651	6,090	18,945	5,433	2,387	1,573	0	0	0	0	0	40,079
Wayne County	0	2,134	7,123	1,564	724	712	0	0	0	0	0	12,257
Total Rural	44,070	30,646	96,812	28,705	11,371	7,246	0	0	948	0	0	219,798
Interstate Program	317,378	0	36,741	35,597	0	0	0	0	0	0	0	389,716
Statewide Program	0	0	0	0	0	0	44,806	6,755	0	17,962	0	69,523
Statewide Reserve	186,626	0	136,200	0	0	35,000	0	0	0	0	0	357,826
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	930,732	171,376	626,899	230,450	73,797	95,779	44,806	6,755	81,023	26,057	141,871	2,429,545

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2018 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	129,752	27,400	81,138	37,952	12,244	13,208	0	0	30,754	3,932	70,380	406,759
SPC	127,433	42,332	110,771	56,462	18,349	10,622	0	0	18,629	1,813	32,451	418,862
Harrisburg	13,989	6,253	17,492	6,759	2,617	2,919	0	0	4,215	465	8,319	63,028
Scranton/WB	16,669	7,682	16,943	9,305	3,523	2,772	0	0	3,422	399	7,140	67,856
Lehigh Valley	18,108	7,096	18,091	8,751	3,319	3,114	0	0	4,965	661	11,833	75,938
NEPA	11,605	9,987	21,363	10,955	4,477	2,841	0	0	1,503	0	0	62,732
SEDA-COG	16,459	6,999	22,192	7,421	2,705	2,188	0	0	0	0	0	57,963
Altoona	1,642	1,579	3,497	1,476	704	1,080	0	0	812	0	0	10,790
Johnstown	3,929	2,087	6,338	2,037	849	1,091	0	0	1,102	0	0	17,434
Centre County	3,480	1,682	4,582	1,764	685	1,041	0	0	984	0	0	14,218
Williamsport	3,280	2,249	7,206	1,874	787	1,051	0	0	0	0	0	16,447
Erie	3,411	3,162	8,608	2,857	1,280	1,688	0	0	1,794	0	0	22,800
Lancaster	9,842	5,778	14,736	6,153	2,513	2,585	0	0	3,985	420	7,524	53,536
York	3,775	3,926	14,027	3,076	1,331	2,261	0	0	3,337	243	4,343	36,319
Reading	21,533	7,774	12,472	11,466	4,166	2,361	0	0	3,156	278	4,983	68,190
Lebanon	2,970	1,254	3,658	1,329	477	1,100	0	0	1,025	0	0	11,813
Mercer	3,399	2,527	4,649	2,943	1,212	1,119	0	0	746	41	739	17,374
Adams	2,254	1,595	5,102	1,533	631	978	0	0	648	0	0	12,742
Franklin	1,790	1,643	5,927	1,369	557	1,142	0	0	956	0	0	13,384
Total Urban	395,321	143,006	378,792	175,481	62,426	55,163	0	0	82,035	8,251	147,712	1,448,185
Northwest	24,345	7,710	23,788	9,526	2,940	1,737	0	0	0	0	0	70,045
N. Central	9,120	7,590	23,706	7,277	2,790	1,743	0	0	522	0	0	52,748
N. Tier	6,226	7,484	27,538	6,124	2,531	1,609	0	0	449	0	0	51,960
S. Alleghenies	5,838	6,188	20,093	5,738	2,387	1,612	0	0	0	0	0	41,857
Wayne County	0	2,168	7,555	1,652	724	720	0	0	0	0	0	12,819
Total Rural	45,529	31,141	102,679	30,317	11,371	7,422	0	0	971	0	0	229,430
Interstate Program	317,378	0	38,968	37,596	0	0	0	0	0	0	0	393,942
Statewide Program	0	0	0	0	0	0	48,879	6,902	0	18,309	0	74,091
Statewide Reserve	190,175	0	143,850	0	0	35,000	0	0	0	0	0	369,025
RBR Regional Share	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	948,402	174,147	664,289	243,394	73,797	97,585	48,879	6,902	83,006	26,561	147,712	2,514,673

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2019 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	134,346	27,743	74,487	35,038	12,244	13,653	0	0	31,475	3,932	73,071	405,987
SPC	131,946	42,862	97,163	47,626	18,349	10,976	0	0	19,065	1,813	33,692	403,491
Harrisburg	14,485	6,331	15,441	5,614	2,617	3,004	0	0	4,314	465	8,637	60,907
Scranton/WB	17,260	7,778	15,363	8,407	3,523	2,851	0	0	3,503	399	7,413	66,496
Lehigh Valley	18,750	7,185	15,925	7,398	3,319	3,206	0	0	5,082	661	12,285	73,809
NEPA	12,016	10,112	18,431	8,938	4,477	2,923	0	0	1,538	0	0	58,435
SEDA-COG	17,042	7,086	19,902	6,363	2,705	2,247	0	0	0	0	0	55,345
Altoona	1,700	1,598	3,104	1,256	704	1,101	0	0	831	0	0	10,295
Johnstown	4,068	2,113	5,771	1,827	849	1,112	0	0	1,128	0	0	16,869
Centre County	3,603	1,703	3,924	1,344	685	1,060	0	0	1,007	0	0	13,327
Williamsport	3,397	2,278	6,431	1,537	787	1,070	0	0	0	0	0	15,499
Erie	3,532	3,201	7,889	2,618	1,280	1,730	0	0	1,836	0	0	22,087
Lancaster	10,190	5,850	12,773	4,921	2,513	2,658	0	0	4,078	420	7,812	51,216
York	3,909	3,975	12,559	2,502	1,331	2,323	0	0	3,415	243	4,509	34,765
Reading	22,296	7,871	11,341	10,510	4,166	2,426	0	0	3,230	278	5,174	67,293
Lebanon	3,076	1,270	3,340	1,206	477	1,121	0	0	1,049	0	0	11,537
Mercer	3,519	2,559	4,218	2,672	1,212	1,140	0	0	763	41	767	16,891
Adams	2,334	1,615	4,208	934	631	995	0	0	663	0	0	11,380
Franklin	1,853	1,663	5,301	1,116	557	1,165	0	0	979	0	0	12,634
Total Urban	409,320	144,793	337,571	151,826	62,426	56,760	0	0	83,957	8,251	153,360	1,408,263
Northwest	25,207	7,807	21,124	8,072	2,940	1,780	0	0	0	0	0	66,929
N. Central	9,443	7,685	20,645	5,578	2,790	1,787	0	0	534	0	0	48,462
N. Tier	6,446	7,577	24,323	4,657	2,531	1,648	0	0	460	0	0	47,642
S. Alleghenies	6,045	6,266	17,442	4,272	2,387	1,651	0	0	0	0	0	38,062
Wayne County	0	2,196	6,840	1,419	724	728	0	0	0	0	0	11,906
Total Rural	47,141	31,530	90,374	23,997	11,371	7,594	0	0	994	0	0	213,002
Interstate Program	317,378	0	35,881	34,930	0	0	0	0	0	0	0	388,189
Statewide Program	0	0	0	0	0	0	54,989	7,049	0	18,309	0	80,347
Statewide Reserve	194,096	0	133,650	0	0	35,000	0	0	0	0	0	362,746
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	0	30,765
GRAND TOTAL	967,935	176,324	612,859	226,136	73,797	99,354	54,989	7,049	84,951	26,561	153,360	2,483,313

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2020 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	139,081	28,248	67,590	32,148	12,244	14,159	0	0	32,289	3,932	76,160	405,852
SPC	136,596	43,643	87,732	43,311	18,349	11,380	0	0	19,558	1,813	35,116	397,498
Harrisburg	14,995	6,446	13,952	5,097	2,617	3,100	0	0	4,426	465	9,002	60,101
Scranton/WB	17,868	7,919	13,922	7,698	3,523	2,942	0	0	3,593	399	7,727	65,591
Lehigh Valley	19,410	7,316	14,385	6,729	3,319	3,310	0	0	5,213	661	12,804	73,147
NEPA	12,439	10,297	16,611	8,100	4,477	3,016	0	0	1,578	0	0	56,518
SEDA-COG	17,642	7,215	18,014	5,796	2,705	2,314	0	0	0	0	0	53,687
Altoona	1,760	1,627	2,807	1,144	704	1,124	0	0	853	0	0	10,018
Johnstown	4,212	2,152	5,232	1,672	849	1,136	0	0	1,157	0	0	16,410
Centre County	3,730	1,734	3,534	1,209	685	1,081	0	0	1,034	0	0	13,007
Williamsport	3,516	2,319	5,818	1,394	787	1,092	0	0	0	0	0	14,926
Erie	3,656	3,260	7,158	2,400	1,280	1,777	0	0	1,883	0	0	21,415
Lancaster	10,550	5,957	11,518	4,450	2,513	2,741	0	0	4,184	420	8,142	50,474
York	4,047	4,048	11,365	2,266	1,331	2,393	0	0	3,503	243	4,700	33,896
Reading	23,082	8,015	10,281	9,637	4,166	2,500	0	0	3,314	278	5,393	66,665
Lebanon	3,184	1,293	3,029	1,105	477	1,145	0	0	1,076	0	0	11,308
Mercer	3,643	2,605	3,823	2,447	1,212	1,165	0	0	783	41	800	16,519
Adams	2,416	1,645	3,772	816	631	1,014	0	0	681	0	0	10,974
Franklin	1,919	1,694	4,797	1,011	557	1,190	0	0	1,004	0	0	12,171
Total Urban	423,746	147,431	305,340	138,430	62,426	58,581	0	0	86,129	8,251	159,843	1,390,177
Northwest	26,095	7,949	19,100	7,344	2,940	1,829	0	0	0	0	0	65,256
N. Central	9,776	7,825	18,626	5,020	2,790	1,836	0	0	548	0	0	46,422
N. Tier	6,673	7,715	21,979	4,187	2,531	1,693	0	0	472	0	0	45,250
S. Alleghenies	6,258	6,380	15,730	3,831	2,387	1,696	0	0	0	0	0	36,282
Wayne County	0	2,236	6,198	1,293	724	737	0	0	0	0	0	11,187
Total Rural	48,802	32,105	81,633	21,675	11,371	7,790	0	0	1,020	0	0	204,397
Interstate Program	317,378	0	32,569	32,068	0	0	0	0	0	0	0	382,015
Statewide Program	0	0	0	0	0	0	61,099	7,196	0	18,309	0	86,604
Statewide Reserve	198,137	0	122,700	0	0	35,000	0	0	0	0	0	355,837
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	0	30,870
GRAND TOTAL	988,064	179,536	557,677	207,608	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,449,900

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2017-2020 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	528,774	110,355	299,715	141,071	48,976	53,774	0	0	124,539	15,651	287,208	1,610,064
SPC	519,325	170,496	400,107	200,858	73,396	43,240	0	0	75,436	7,217	132,427	1,622,500
Harrisburg	57,010	25,183	63,376	23,870	10,470	11,856	0	0	17,069	1,850	33,948	244,633
Scranton/WB	67,932	30,938	62,203	34,220	14,094	11,256	0	0	13,859	1,588	29,138	265,228
Lehigh Valley	73,797	28,580	65,460	31,162	13,274	12,651	0	0	20,106	2,631	48,286	295,948
NEPA	47,292	40,225	76,547	38,366	17,908	11,538	0	0	6,086	0	0	237,963
SEDA-COG	67,074	28,187	81,033	26,606	10,821	8,876	0	0	0	0	0	222,597
Altoona	6,692	6,357	12,705	5,274	2,814	4,364	0	0	3,290	0	0	41,496
Johnstown	16,012	8,406	23,318	7,464	3,396	4,409	0	0	4,463	0	0	67,469
Centre County	14,180	6,775	16,360	5,988	2,740	4,203	0	0	3,986	0	0	54,234
Williamsport	13,369	9,060	26,248	6,578	3,147	4,246	0	0	0	0	0	62,648
Erie	13,902	12,735	31,771	10,579	5,122	6,841	0	0	7,263	0	0	88,212
Lancaster	40,108	23,272	52,921	21,349	10,050	10,496	0	0	16,137	1,673	30,704	206,711
York	15,386	15,812	51,176	10,757	5,324	9,175	0	0	13,512	966	17,723	139,832
Reading	87,754	31,310	45,854	42,469	16,665	9,581	0	0	12,781	1,108	20,336	267,858
Lebanon	12,105	5,050	13,476	4,899	1,908	4,444	0	0	4,149	0	0	46,031
Mercer	13,851	10,178	17,074	10,848	4,847	4,521	0	0	3,019	164	3,015	67,517
Adams	9,185	6,425	17,893	4,735	2,524	3,948	0	0	2,625	0	0	47,334
Franklin	7,294	6,616	21,613	4,792	2,227	4,617	0	0	3,873	0	0	51,032
Total Urban	1,611,044	575,960	1,378,849	631,886	249,702	224,036	0	0	332,196	32,849	602,785	5,639,307
Northwest	99,211	31,054	86,440	33,961	11,760	7,038	0	0	0	0	0	269,463
N. Central	37,167	30,569	85,329	24,765	11,159	7,066	0	0	2,114	0	0	198,169
N. Tier	25,372	30,141	99,804	20,766	10,123	6,520	0	0	1,819	0	0	194,545
S. Alleghenies	23,792	24,924	72,210	19,274	9,549	6,532	0	0	0	0	0	156,280
Wayne County	0	8,734	27,716	5,928	2,895	2,897	0	0	0	0	0	48,169
Total Rural	185,542	125,422	371,499	104,694	45,485	30,052	0	0	3,932	0	0	866,626
Interstate Program	1,269,512	0	144,159	140,191	0	0	0	0	0	0	0	1,553,862
Statewide Program	0	0	0	0	0	0	209,773	27,902	0	72,891	0	310,565
Statewide Reserve	769,035	0	536,400	0	0	140,000	0	0	0	0	0	1,445,435
RBR Regional Share	0	0	30,818	30,818	0	0	0	0	0	0	0	61,635
GRAND TOTAL	3,835,133	701,382	2,461,724	907,589	295,187	394,088	209,773	27,902	336,128	105,740	602,785	9,877,430

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	6,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	223.15	223.91	447.05
SPC	276,243.7	31.42%	0.00	0.00	4,832.62	4,849.11	9,681.73
Harrisburg	38,043.0	4.33%	0.00	0.00	665.53	667.80	1,333.32
Scranton/WB	13,629.0	1.55%	0.00	0.00	238.43	239.24	477.67
Lehigh Valley	41,874.0	4.76%	0.00	0.00	732.55	735.05	1,467.59
NEPA	70,903.5	8.06%	0.00	0.00	1,240.39	1,244.62	2,485.01
SEDA-COG	30,389.6	3.46%	0.00	0.00	531.64	533.45	1,065.09
Altoona	6,584.4	0.75%	0.00	0.00	115.19	115.58	230.77
Johnstown	3,702.1	0.42%	0.00	0.00	64.76	64.99	129.75
Centre County	16,835.4	1.91%	0.00	0.00	294.52	295.52	590.04
Williamsport	11,654.8	1.33%	0.00	0.00	203.89	204.59	408.48
Erie	2,079.0	0.24%	0.00	0.00	36.37	36.49	72.86
Lancaster	45,475.8	5.17%	0.00	0.00	795.56	798.27	1,593.83
York	20,394.8	2.32%	0.00	0.00	356.79	358.01	714.79
Reading	8,141.2	0.93%	0.00	0.00	142.42	142.91	285.33
Lebanon	1,655.0	0.19%	0.00	0.00	28.95	29.05	58.00
Mercer	3,586.9	0.41%	0.00	0.00	62.75	62.96	125.71
Adams	28,042.5	3.19%	0.00	0.00	490.58	492.25	982.83
Franklin	8,918.4	1.01%	0.00	0.00	156.02	156.55	312.57
Northwest	44,543.1	5.07%	0.00	0.00	779.24	781.90	1,561.14
N. Central	67,603.4	7.69%	0.00	0.00	1,182.66	1,186.69	2,369.35
N. Tier	59,049.6	6.72%	0.00	0.00	1,033.02	1,036.54	2,069.56
S. Alleghenies	60,575.5	6.89%	0.00	0.00	1,059.71	1,063.33	2,123.04
Wayne	6,618.9	0.75%	0.00	0.00	115.79	116.19	231.98
Total (No IM)	879,299.1	100.00%	0.00	0.00	15,382.50	15,435.00	30,817.50

Appendix 2 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2017	2018	2019	2020	TIP TOTAL
DVRPC	12,755.5	1.45%	0.00	0.00	446.29	447.81	894.10
SPC	276,243.7	31.42%	0.00	0.00	9,665.24	9,698.23	19,363.47
Harrisburg	38,043.0	4.33%	0.00	0.00	1,331.05	1,335.59	2,666.65
Scranton/WB	13,629.0	1.55%	0.00	0.00	476.85	478.48	955.33
Lehigh Valley	41,874.0	4.76%	0.00	0.00	1,465.09	1,470.09	2,935.18
NEPA	70,903.5	8.06%	0.00	0.00	2,480.78	2,489.25	4,970.02
SEDA-COG	30,389.6	3.46%	0.00	0.00	1,063.27	1,066.90	2,130.18
Altoona	6,584.4	0.75%	0.00	0.00	230.38	231.16	461.54
Johnstown	3,702.1	0.42%	0.00	0.00	129.53	129.97	259.50
Centre County	16,835.4	1.91%	0.00	0.00	589.04	591.05	1,180.09
Williamsport	11,654.8	1.33%	0.00	0.00	407.78	409.17	816.95
Erie	2,079.0	0.24%	0.00	0.00	72.74	72.99	145.73
Lancaster	45,475.8	5.17%	0.00	0.00	1,591.11	1,596.54	3,187.65
York	20,394.8	2.32%	0.00	0.00	713.58	716.01	1,429.59
Reading	8,141.2	0.93%	0.00	0.00	284.85	285.82	570.66
Lebanon	1,655.0	0.19%	0.00	0.00	57.91	58.10	116.01
Mercer	3,586.9	0.41%	0.00	0.00	125.50	125.93	251.43
Adams	28,042.5	3.19%	0.00	0.00	981.15	984.50	1,965.66
Franklin	8,918.4	1.01%	0.00	0.00	312.04	313.10	625.14
 							
Northwest	44,543.1	5.07%	0.00	0.00	1,558.48	1,563.80	3,122.28
N. Central	67,603.4	7.69%	0.00	0.00	2,365.31	2,373.39	4,738.70
N. Tier	59,049.6	6.72%	0.00	0.00	2,066.03	2,073.08	4,139.12
S. Alleghenies	60,575.5	6.89%	0.00	0.00	2,119.42	2,126.65	4,246.08
Wayne	6,618.9	0.75%	0.00	0.00	231.58	232.37	463.96
Total (No IM)	879,299.1	100.00%	0.00	0.00	30,765.00	30,870.00	61,635.00

Appendix 3
State Transit Funds
 Estimated Annual Funding 2017
 \$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	326,830	619,682	17,232	963,744
	PAAC	106,430	221,589	14,161	342,180
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
	YATA -- York/Adams	0	6,355	1,435	7,790
	Unallocated Other Urban Systems	0	0	0	0
Urban Total	433,260	946,527	58,663	1,438,450	
RURAL	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
	Rural Total	0	16,986	6,299	23,285
Total Other ^	0	4,569	16,774	21,343	
PennDOT Discretion	24,790	0	0	24,790	
Other Unallocated (Urban/Rural)	37,680	0	4,239	41,919	
GRAND TOTAL	495,730	968,082	85,975	1,549,787	

* 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%. This projection is for SFY 16-17.

Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts.

^Attached list shows how Total Other funds are distributed in SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
 Estimated Annual Funding 2018
 \$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	355,210	619,682	17,232	992,124
	PAAC	115,670	221,589	14,161	351,420
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
YATA -- York/Adams	0	6,355	1,435	7,790	
Unallocated Other Urban Systems	0	0	0	0	
Urban Total	470,880	946,527	58,663	1,476,070	
RURAL	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
	Rural Total	0	16,986	6,299	23,285
Total Other ^	0	4,569	16,774	21,343	
PennDOT Discretion	26,940	0	0	26,940	
Other Unallocated (Urban/Rural)	40,950	19,362	4,239	64,551	
GRAND TOTAL	538,770	987,444	85,975	1,612,189	

* 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%. This projection is for SFY 16-17.

Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and 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 SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2019
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	355,210	619,682	17,232	992,124
	PAAC	115,670	221,589	14,161	351,420
	AMTRAN -- Blair	0	2,890	0	2,890
	<i>Blair Senior Services</i>	0	0	1,388	1,388
	BCTA -- Beaver	0	3,591	559	4,150
	CAT -- Dauphin	0	7,999	961	8,960
	CATA -- Centre	0	5,785	364	6,149
	CCTA -- Cambria	0	6,686	727	7,413
	COLTS -- Lackawanna	0	6,653	1,500	8,153
	EMTA -- Erie	0	9,089	1,069	10,158
	FACT -- Fayette	0	1,008	458	1,466
	HPT -- Hazleton	0	1,872	0	1,872
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062
	LCTA -- Luzerne	0	5,494	741	6,235
	<i>Martz</i>	0	13		13
	LT -- Lebanon	0	1,820	488	2,308
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725
	MCTA -- Monroe	0	1,896	796	2,692
	Pottstown -- Montgomery	0	1,194	0	1,194
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905
	SCTA -- South Central	0	14,888		14,888
	<i>BARTA -- Berks</i>	0	0	1,076	1,076
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920
	SVSS -- Shenango Valley	0	749	755	1,504
	WCTA -- Washington	0	1,400	1,928	3,328
	WBT -- Williamsport	0	3,949	0	3,949
	<i>STEP, Inc.</i>	0	0	758	758
	WCTA -- Westmoreland	0	3,235	2,345	5,580
	YATA -- York/Adams	0	6,355	1,435	7,790
	Unallocated Other Urban Systems	0	0	0	0
Urban Total	470,880	946,527	58,663	1,476,070	
RURAL	ATA	0	4,438	329	4,767
	BTA -- Butler	0	875	0	875
	<i>Butler County</i>	0	0	493	493
	Carbon	0	244	589	833
	CATA -- Crawford	0	798	648	1,446
	DUFAST	0	557	0	557
	EMTA -- Endless Mtns.	0	912	910	1,822
	ICTA -- Indiana	0	1,549	482	2,031
	Mid-County -- Armstrong	0	578	447	1,025
	Mt. Carmel	0	292	0	292
	Northumberland County	0	0	586	586
	NCATA -- New Castle	0	4,154	0	4,154
	<i>ACTS -- Lawrence</i>	0	0	399	399
	STS -- Schuylkill	0	1,524	807	2,331
	TAWC -- Warren	0	644	370	1,014
	VCTO -- Venango	0	421	239	660
	Rural Total	0	16,986	6,299	23,285
	Total Other ^	0	4,569	16,774	21,343
PennDOT Discretion	26,940	0	0	26,940	
Other Unallocated (Urban/Rural)	40,950	39,111	4,239	84,300	
GRAND TOTAL	538,770	1,007,193	85,975	1,631,938	

* 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%. This projection is for SFY 16-17.

Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and 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 SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2020
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total	
URBAN	SEPTA	355,210	619,682	17,232	992,124	
	PAAC	115,670	221,589	14,161	351,420	
	AMTRAN -- Blair	0	2,890	0	2,890	
	<i>Blair Senior Services</i>	0	0	1,388	1,388	
	BCTA -- Beaver	0	3,591	559	4,150	
	CAT -- Dauphin	0	7,999	961	8,960	
	CATA -- Centre	0	5,785	364	6,149	
	CCTA -- Cambria	0	6,686	727	7,413	
	COLTS -- Lackawanna	0	6,653	1,500	8,153	
	EMTA -- Erie	0	9,089	1,069	10,158	
	FACT -- Fayette	0	1,008	458	1,466	
	HPT -- Hazleton	0	1,872	0	1,872	
	LANTA -- Lehigh-Northampton	0	15,965	3,097	19,062	
	LCTA -- Luzerne	0	5,494	741	6,235	
	<i>Martz</i>	0	13		13	
	LT -- Lebanon	0	1,820	488	2,308	
	MMVTA -- Mid Mon Valley	0	2,725	0	2,725	
	MCTA -- Monroe	0	1,896	796	2,692	
	Pottstown -- Montgomery	0	1,194	0	1,194	
	<i>Suburban Transit, Inc.</i>	0	0	4,905	4,905	
	SCTA -- South Central	0	14,888		14,888	
	<i>BARTA -- Berks</i>	0	0	1,076	1,076	
	<i>RRTA -- Lancaster</i>	0	0	1,920	1,920	
	SVSS -- Shenango Valley	0	749	755	1,504	
	WCTA -- Washington	0	1,400	1,928	3,328	
	WBT -- Williamsport	0	3,949	0	3,949	
	<i>STEP, Inc.</i>	0	0	758	758	
	WCTA -- Westmoreland	0	3,235	2,345	5,580	
	YATA -- York/Adams	0	6,355	1,435	7,790	
	Unallocated Other Urban Systems	0	0	0	0	
Urban Total		470,880	946,527	58,663	1,476,070	
RURAL	ATA	0	4,438	329	4,767	
	BTA -- Butler	0	875	0	875	
	<i>Butler County</i>	0	0	493	493	
	Carbon	0	244	589	833	
	CATA -- Crawford	0	798	648	1,446	
	DUFAST	0	557	0	557	
	EMTA -- Endless Mtns.	0	912	910	1,822	
	ICTA -- Indiana	0	1,549	482	2,031	
	Mid-County -- Armstrong	0	578	447	1,025	
	Mt. Carmel	0	292	0	292	
	Northumberland County	0	0	586	586	
	NCATA -- New Castle	0	4,154	0	4,154	
	<i>ACTS -- Lawrence</i>	0	0	399	399	
	STS -- Schuylkill	0	1,524	807	2,331	
	TAWC -- Warren	0	644	370	1,014	
	VCTO -- Venango	0	421	239	660	
	Rural Total		0	16,986	6,299	23,285
	Total Other ^	0	0	4,569	16,774	21,343
PennDOT Discretion	26,940	0	0	0	26,940	
Other Unallocated (Urban/Rural)	40,950	59,255	4,239		104,444	
GRAND TOTAL		538,770	1,027,337	85,975	1,652,082	

* 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%. This projection is for SFY 16-17.

Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and 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 SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2017-2020
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,392,460	2,478,728	68,928	3,940,116
	PAAC	453,440	886,356	56,644	1,396,440
	AMTRAN -- Blair	0	11,560	0	11,560
	<i>Blair Senior Services</i>	0	0	5,552	5,552
	BCTA -- Beaver	0	14,364	2,236	16,600
	CAT -- Dauphin	0	31,996	3,844	35,840
	CATA -- Centre	0	23,140	1,456	24,596
	CCTA -- Cambria	0	26,744	2,908	29,652
	COLTS -- Lackawanna	0	26,612	6,000	32,612
	EMTA -- Erie	0	36,356	4,276	40,632
	FACT -- Fayette	0	4,032	1,832	5,864
	HPT -- Hazleton	0	7,488	0	7,488
	LANTA -- Lehigh-Northampton	0	63,860	12,388	76,248
	LCTA -- Luzerne	0	21,976	2,964	24,940
	<i>Martz</i>	0	52	0	52
	LT -- Lebanon	0	7,280	1,952	9,232
	MMVTA -- Mid Mon Valley	0	10,900	0	10,900
	MCTA -- Monroe	0	7,584	3,184	10,768
	Pottstown -- Montgomery	0	4,776	0	4,776
	<i>Suburban Transit, Inc.</i>	0	0	19,620	19,620
	SCTA -- South Central	0	59,552	0	59,552
	<i>BARTA -- Berks</i>	0	0	4,304	4,304
	<i>RRTA -- Lancaster</i>	0	0	7,680	7,680
	SVSS -- Shenango Valley	0	2,996	3,020	6,016
	WCTA -- Washington	0	5,600	7,712	13,312
	WBT -- Williamsport	0	15,796	0	15,796
	<i>STEP, Inc.</i>	0	0	3,032	3,032
	WCTA -- Westmoreland	0	12,940	9,380	22,320
	YATA -- York/Adams	0	25,420	5,740	31,160
	Unallocated Other Urban Systems	0	0	0	0
Urban Total	1,845,900	3,786,108	234,652	5,866,660	
RURAL	ATA	0	17,752	1,316	19,068
	BTA -- Butler	0	3,500	0	3,500
	<i>Butler County</i>	0	0	1,972	1,972
	Carbon	0	976	2,356	3,332
	CATA -- Crawford	0	3,192	2,592	5,784
	DUFAST	0	2,228	0	2,228
	EMTA -- Endless Mtns.	0	3,648	3,640	7,288
	ICTA -- Indiana	0	6,196	1,928	8,124
	Mid-County -- Armstrong	0	2,312	1,788	4,100
	Mt. Carmel	0	1,168	0	1,168
	Northumberland County	0	0	2,344	2,344
	NCATA -- New Castle	0	16,616	0	16,616
	<i>ACTS -- Lawrence</i>	0	0	1,596	1,596
	STS -- Schuylkill	0	6,096	3,228	9,324
	TAWC -- Warren	0	2,576	1,480	4,056
	VCTO -- Venango	0	1,684	956	2,640
	Rural Total	0	67,944	25,196	93,140
	Total Other ^	0	18,276	67,096	85,372
PennDOT Discretion	105,610	0	0	105,610	
Other Unallocated (Urban/Rural)	160,530	117,728	16,956	295,214	
GRAND TOTAL	2,112,040	3,990,056	343,900	6,445,996	

* 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%. This projection is for SFY 16-17.

Distribution for all fiscal years is based on FY 2013-14 operating statistics and uses SFY15-16 distributed amounts. Additional operating funding is projected at 2% increase and 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 SFY 14-15. Assume similar distribution in future years.

@ Shared Ride allocation is based on SFY 14-15 actual grants. Assume similar distribution in subsequent years.

**Appendix 4
2017 Financial Guidance
Federal Transit Funding 2017-2020 (\$000)**

Federal Transit		FFY 2017						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total	
Allentown-Bethlehem*	7,818	0	644	0	0	869	9,331	
Altoona*	1,239	0	0	0	0	0	1,239	
East Stroudsburg*	1,803	0	0	0	0	0	1,803	
Erie*	3,812	0	0	0	0	0	3,812	
Harrisburg*	4,582	0	423	0	0	472	5,477	
Hanover*	939	0	0	0	0	0	939	
Hazleton*	834	0	0	0	0	0	834	
Johnstown*	1,585	15	0	0	0	0	1,600	
Lancaster*	8,400	0	396	0	0	506	9,302	
Lebanon*	1,076	0	0	0	0	0	1,076	
Monessen*	888	0	0	0	0	0	888	
Philadelphia**	119,410	117,903	3,468	0	0	7,259	248,040	
Pittsburgh**	44,236	21,330	1,902	0	0	2,664	70,132	
Pottstown*	1,337	0	0	0	0	0	1,337	
Reading*	3,643	0	277	0	0	380	4,300	
Scranton/Wilkes-Barre*	4,670	0	457	0	0	444	5,571	
Sharon*	700	0	54	0	0	0	754	
State College*	2,808	0	0	0	0	0	2,808	
Uniontown-Connellsville*	1,062	0	0	0	0	0	1,062	
Williamsport*	2,050	0	0	0	0	0	2,050	
York*	2,945	0	230	0	0	322	3,497	
Large Urban	1,931	15,225	0	0	0	0	17,156	
Small Urban	1,571	0	2,130	0	0	0	3,701	
Large or Small Urban	1,744	0	0	0	0	3,340	5,084	
Non Urbanized	0	0	2,308	18,948	0	0	21,256	
Intercity Bus	0	0	0	3,344	0	0	3,344	
Appalachian Counties	0	0	0	0	4,788	0	4,788	
TOTALS	221,083	154,473	12,289	22,292	4,788	16,256	431,181	

+ 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
2017 Financial Guidance
Federal Transit Funding 2017-2020 (\$000)**

Federal Transit		FFY 2018							Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)			
Allentown-Bethlehem*	7,984	0	658	0	0	892	0	9,534	
Altoona*	1,265	0	0	0	0	0	0	1,265	
East Stroudsburg*	1,840	0	0	0	0	0	0	1,840	
Erie*	3,892	0	0	0	0	0	0	3,892	
Harrisburg*	4,679	0	432	0	0	484	0	5,595	
Hanover*	958	0	0	0	0	0	0	958	
Hazleton*	851	0	0	0	0	0	0	851	
Johnstown*	1,618	15	0	0	0	0	0	1,633	
Lancaster*	8,578	0	405	0	0	519	0	9,502	
Lebanon*	1,098	0	0	0	0	0	0	1,098	
Monessen*	906	0	0	0	0	0	0	906	
Philadelphia**	121,566	119,938	3,541	0	0	7,451	0	252,496	
Pittsburgh**	45,060	21,699	1,942	0	0	2,735	0	71,436	
Pottstown*	1,365	0	0	0	0	0	0	1,365	
Reading*	3,720	0	283	0	0	390	0	4,393	
Scranton/Wilkes-Barre*	4,769	0	467	0	0	456	0	5,692	
Sharon*	715	0	55	0	0	0	0	770	
State College*	2,867	0	0	0	0	0	0	2,867	
Uniontown-Connellsville*	1,085	0	0	0	0	0	0	1,085	
Williamsport*	2,093	0	0	0	0	0	0	2,093	
York*	3,007	0	235	0	0	330	0	3,572	
Large Urban	1,971	15,488	0	0	0	0	0	17,459	
Small Urban	1,604	0	2,175	0	0	0	0	3,779	
Large or Small Urban	1,744	0	0	0	0	3,382	0	5,126	
Non Urbanized	0	0	2,357	19,389	0	0	0	21,746	
Intercity Bus	0	0	0	3,422	0	0	0	3,422	
Appalachian Counties	0	0	0	0	4,788	0	0	4,788	
TOTALS	225,235	157,140	12,550	22,811	4,788	16,639	0	439,163	

+ 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
2017 Financial Guidance
Federal Transit Funding 2017-2020 (\$000)**

Federal Transit		FY 2019							Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachia Funds+	5539 (Bus and Bus Facilities)			
Allentown-Bethlehem*	8,155	0	672	0	0	915		9,742	
Altoona*	1,292	0	0	0	0	0		1,292	
East Stroudsburg*	1,879	0	0	0	0	0		1,879	
Erie*	3,974	0	0	0	0	0		3,974	
Harrisburg*	4,780	0	442	0	0	497		5,719	
Hanover*	979	0	0	0	0	0		979	
Hazleton*	869	0	0	0	0	0		869	
Johnstown*	1,652	15	0	0	0	0		1,667	
Lancaster*	8,761	0	413	0	0	533		9,707	
Lebanon*	1,122	0	0	0	0	0		1,122	
Monessen*	926	0	0	0	0	0		926	
Philadelphia**	123,794	122,001	3,616	0	0	7,649		257,060	
Pittsburgh**	45,911	22,072	1,983	0	0	2,808		72,774	
Pottstown*	1,394	0	0	0	0	0		1,394	
Reading*	3,800	0	289	0	0	400		4,489	
Scranton/Wilkes-Barre*	4,871	0	477	0	0	468		5,816	
Sharon*	730	0	56	0	0	0		786	
State College*	2,927	0	0	0	0	0		2,927	
Uniontown-Connellsville*	1,107	0	0	0	0	0		1,107	
Williamsport*	2,137	0	0	0	0	0		2,137	
York*	3,072	0	240	0	0	339		3,651	
Large Urban	2,013	15,754	0	0	0	0		17,767	
Small Urban	1,638	0	2,221	0	0	0		3,859	
Large or Small Urban	1,744	0	0	0	0	3,425		5,169	
Non Urbanized	0	0	2,407	19,844	0	0		22,251	
Intercity Bus	0	0	0	3,502	0	0		3,502	
Appalachian Counties	0	0	0	0	4,788	0		4,788	
TOTALS	229,527	159,842	12,816	23,346	4,788	17,034		447,353	

+ 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
2017 Financial Guidance
Federal Transit Funding 2017-2020 (\$000)**

Federal Transit		FY 2020						
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)	Total	
Allentown-Bethlehem*	8,330	0	686	0	0	940	9,956	
Altoona*	1,319	0	0	0	0	0	1,319	
East Stroudsburg*	1,919	0	0	0	0	0	1,919	
Erie*	4,058	0	0	0	0	0	4,058	
Harrisburg*	4,883	0	451	0	0	510	5,844	
Hanover*	999	0	0	0	0	0	999	
Hazleton*	888	0	0	0	0	0	888	
Johnstown*	1,687	16	0	0	0	0	1,703	
Lancaster*	8,948	0	422	0	0	547	9,917	
Lebanon*	1,145	0	0	0	0	0	1,145	
Monessen*	945	0	0	0	0	0	945	
Philadelphia**	126,069	124,099	3,692	0	0	7,852	261,712	
Pittsburgh**	46,780	22,452	2,025	0	0	2,882	74,139	
Pottstown*	1,424	0	0	0	0	0	1,424	
Reading*	3,882	0	295	0	0	411	4,588	
Scranton/Wilkes-Barre*	4,977	0	487	0	0	480	5,944	
Sharon*	745	0	57	0	0	0	802	
State College*	2,989	0	0	0	0	0	2,989	
Uniontown-Connellsville*	1,131	0	0	0	0	0	1,131	
Williamsport*	2,182	0	0	0	0	0	2,182	
York*	3,138	0	245	0	0	348	3,731	
Large Urban	2,056	16,025	0	0	0	0	18,081	
Small Urban	1,673	0	2,268	0	0	0	3,941	
Large or Small Urban	1,744	0	0	0	0	3,470	5,214	
Non Urbanized	0	0	2,458	20,309	0	0	22,767	
Intercity Bus	0	0	0	3,584	0	0	3,584	
Appalachian Counties	0	0	0	0	4,788	0	4,788	
TOTALS	233,911	162,592	13,086	23,893	4,788	17,440	455,710	

+ 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
2017 Financial Guidance
Federal Transit Funding 2017-2020 (\$000)

Federal Transit		Total FFY 2017 - FFY 2020							Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	5310	5311+	Appalachian Funds+	5539 (Bus and Bus Facilities)			
Allentown-Bethlehem*	32,287	0	2,660	0	0	3,616		38,563	
Altoona*	5,115	0	0	0	0	0		5,115	
East Stroudsburg*	7,441	0	0	0	0	0		7,441	
Erie*	15,736	0	0	0	0	0		15,736	
Harrisburg*	18,924	0	1,748	0	0	1,963		22,635	
Hanover*	3,875	0	0	0	0	0		3,875	
Hazleton*	3,442	0	0	0	0	0		3,442	
Johnstown*	6,542	61	0	0	0	0		6,603	
Lancaster*	34,687	0	1,636	0	0	2,105		38,428	
Lebanon*	4,441	0	0	0	0	0		4,441	
Monessen*	3,665	0	0	0	0	0		3,665	
Philadelphia**	490,839	483,941	14,317	0	0	30,211		1,019,308	
Pittsburgh**	181,987	87,553	7,852	0	0	11,089		288,481	
Pottstown*	5,520	0	0	0	0	0		5,520	
Reading*	15,045	0	1,144	0	0	1,581		17,770	
Scranton/Wilkes-Barre*	19,287	0	1,888	0	0	1,848		23,023	
Sharon*	2,890	0	222	0	0	0		3,112	
State College*	11,591	0	0	0	0	0		11,591	
Uniontown-Connellsville*	4,385	0	0	0	0	0		4,385	
Williamsport*	8,462	0	0	0	0	0		8,462	
York*	12,162	0	950	0	0	1,339		14,451	
Large Urban	7,971	62,492	0	0	0	0		70,463	
Small Urban	6,486	0	8,794	0	0	0		15,280	
Large or Small Urban	6,976	0	0	0	0	13,617		20,593	
Non Urbanized	0	0	9,530	78,490	0	0		88,020	
Intercity Bus	0	0	0	13,852	0	0		13,852	
Appalachian Counties	0	0	0	0	19,152	0		19,152	
TOTALS	909,756	634,047	50,741	92,342	19,152	67,369		1,773,407	

+ 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 5
2017-2020 Federal and State Transit Funding by Region
(\$000)

Region	2017			2018			2019			2020			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	249,377	969,843	1,219,220	253,861	998,223	1,252,084	258,454	998,223	1,256,677	263,136	998,223	1,261,359	1,024,828	3,964,512
Southwest Penna	72,082	368,406	440,488	73,427	377,646	451,073	74,807	377,646	452,453	76,215	377,646	453,861	296,531	1,501,344	1,797,875
Harrisburg	5,477	8,960	14,437	5,595	8,960	14,555	5,719	8,960	14,679	5,844	8,960	14,804	22,635	35,840	58,475
Scranton/WB	6,405	16,273	22,678	6,543	16,273	22,816	6,685	16,273	22,958	6,832	16,273	23,105	26,465	65,092	91,557
Lehigh Valley	9,331	19,062	28,393	9,534	19,062	28,596	9,742	19,062	28,804	9,956	19,062	29,018	38,563	76,248	114,811
NEPA	1,803	5,856	7,659	1,840	5,856	7,696	1,879	5,856	7,735	1,919	5,856	7,775	7,441	23,424	30,865
SEDA-COG	0	878	878	0	878	878	0	878	878	0	878	878	0	3,512	3,512
Altoona	1,239	4,278	5,517	1,265	4,278	5,543	1,292	4,278	5,570	1,319	4,278	5,597	5,115	17,112	22,227
Johnstown	1,600	7,413	9,013	1,633	7,413	9,046	1,667	7,413	9,080	1,703	7,413	9,116	6,603	29,652	36,255
Centre County	2,808	6,149	8,957	2,867	6,149	9,016	2,927	6,149	9,076	2,989	6,149	9,138	11,591	24,596	36,187
Williamsport	2,050	4,707	6,757	2,093	4,707	6,800	2,137	4,707	6,844	2,182	4,707	6,889	8,462	18,828	27,290
Erie	3,812	10,158	13,970	3,892	10,158	14,050	3,974	10,158	14,132	4,058	10,158	14,216	15,736	40,632	56,368
Lancaster	9,302	8,262	17,564	9,502	8,262	17,764	9,707	8,262	17,969	9,917	8,262	18,179	38,428	33,049	71,477
York	4,436	7,790	12,226	4,530	7,790	12,320	4,630	7,790	12,420	4,730	7,790	12,520	18,326	31,160	49,486
Reading	4,300	9,622	13,922	4,393	9,622	14,015	4,489	9,622	14,111	4,588	9,622	14,210	17,770	38,487	56,257
Lebanon	1,076	2,308	3,384	1,098	2,308	3,406	1,122	2,308	3,430	1,145	2,308	3,453	4,441	9,232	13,673
SVATS	754	1,504	2,258	770	1,504	2,274	786	1,504	2,290	802	1,504	2,306	3,112	6,016	9,128
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
Total Urban	375,852	1,451,469	1,827,321	382,843	1,489,089	1,871,932	390,017	1,489,089	1,879,106	397,335	1,489,089	1,886,424	1,546,047	5,918,736	7,464,783
Northwest	0	3,120	3,120	0	3,120	3,120	0	3,120	3,120	0	3,120	3,120	0	12,480	12,480
Northcentral	0	5,324	5,324	0	5,324	5,324	0	5,324	5,324	0	5,324	5,324	0	21,296	21,296
Northern Tier	0	1,822	1,822	0	1,822	1,822	0	1,822	1,822	0	1,822	1,822	0	7,288	7,288
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
Total Rural	0	10,266	10,266	0	10,266	10,266	0	10,266	10,266	0	10,266	10,266	0	41,064	41,064
Unallocated	0	41,919	41,919	0	41,919	41,919	0	41,919	41,919	0	41,919	41,919	0	295,214	295,214
Reserve/Other	55,329	46,133	101,462	56,320	46,283	104,603	57,336	46,283	105,619	58,375	46,283	106,658	227,360	190,982	418,342
Grand Total	431,181	1,549,787	1,980,968	439,163	1,612,189	2,051,352	447,353	1,631,938	2,079,291	455,710	1,652,082	2,107,792	1,773,407	6,445,996	8,219,403

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.
* Operating Assistance for South Central Transit is distributed 57.4% to Reading and 42.6% to Lancaster

Appendix 6 - 2017 Transportation Program Development Schedule

4/16/15 to 7/31/15	State Transportation Commission, PennDOT and Planning Partners conduct a public outreach/public input to update the Twelve Year Program, as well as, analyze and prepare results to be shared with public.
6/15/15 to 6/16/15	Spring Planning Partners' meeting in Harrisburg Area
By 10/15/15	Draft Financial Guidance is issued.
By 10/15/15	Draft General and Procedural Guidance and 2017 Transportation Program Development Schedule issued.
10/15/15	Webex/conference call to discuss Financial Guidance/General & Procedural Guidance and the Investment Plan for the 2017 Program Update.
By 11/06/15	PennDOT issues final guidance documents to Planning Partners for the development of the 2017 Program.
By 11/25/15	Program Center provides the final "spike" decisions to Planning Partners and District Office(s).
By 11/30/15	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 11/30/15	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a listing of the draft Interstate Management Program projects.
By 12/23/15	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2017 Program. TIP negotiations begin.
On 12/17/15	State Transportation Commission meets and is updated on development of the 2017 Program.
By 12/30/15	MPO and RPO "Boards" meet to discuss the 2017 schedule and guidance; set their TIP approval meeting dates for the spring of 2016.
By 1/22/16	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. (MPMS attaching closed.)
By 2/5/16	Program Center completes initial review of preliminary draft TIPs to ensure that PennDOT 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 2/19/16 Interagency (FHWA, FTA, USEPA, PADEP & 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 2/19/16 Program Center conducts individual meetings 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. PennDOT, via the Program Center, submits comments and proposed Program revisions back to the MPOs and RPOs, and shares 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 3/4/16 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/4/16 Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
- By 5/14/16 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/16/16 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 7/26/16 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center.
- By 8/6/16 State Transportation Commission approves the Twelve Year Program.
- By 8/12/16 Gov. /Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/16 PennDOT obtains joint approval from FHWA and FTA of the 2017 Program.



2017 PROGRAM UPDATE INVESTMENT PLAN AND FORMULA SUMMARY

2017 Financial Guidance and Investment Plan

The Commonwealth's Twelve Year Transportation Program (TYP) is Pennsylvania's official transportation program. Act 120 of 1970, as amended, requires the Pennsylvania Department of Transportation (PennDOT) to prepare and submit to the State Transportation Commission (STC), every two years, a program of transportation improvements which it recommends be undertaken during the next 12 years. This program must address all transportation modes and be fiscally constrained thereby, including only those projects for which there are sufficient funds available in the program.

The Twelve Year Transportation Program is separated into three four-year program periods. The first four years coincide with the federally-required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs). The TYP is a dynamic schedule of agreed-upon priority projects that PennDOT, with its various partners, will work to accomplish over a 12-year period.

Since our last Statewide Twelve Year Program (TYP) and Transportation Improvement Program (STIP) update, Act 89 was signed into law and has provided the Commonwealth with a dedicated and reliable funding source for multi-modal transportation investments. Some things, however, have not changed. The federal Surface Transportation legislation continues to pose transportation planning challenges, as a series of short-term "Continuing Resolutions" are anticipated – likely through the entire 2017 Program update. How and when the Highway Trust Fund solvency issues will be resolved continues to be of paramount concern. Federal influence, however, is more evident than ever. In fact, with MAP-21 implementation many uncertainties remain and final rulemaking continues. Final outcomes of the rulemaking process continue to be delayed, adding uncertainties to planning requirements and performance expectations. The Pennsylvania Department of Transportation (PennDOT) and their Planning Partners strongly supports performance management and performance based planning to ensure sound investment and stewardship. PennDOT will continue to develop better collaboration tools to enhance transparency of data and the decision making process. In order to support Performance Management and Performance Based Planning, the Department has worked to develop a Transportation Investment Plan.

The purpose of the *Transportation Investment Plan* is to make ongoing assessments and to re-evaluate data associated with our Transportation Investment decisions ensuring that each dollar invested is being directed in a fashion that meets our strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. For the initial plan, you will see a continued focus on maintaining our current assets in the following areas:

- Bridges on the NHS
- Roadway conditions on the NHS
- Bridges on the balance of the system
- Roadway conditions on the balance of the system

2017 Financial Guidance Formula Summary

Category	Formula
NHPP	65% Bridge formula (80% SD bridges, 20% all bridges), 35% Highway Formula (1/6 Vehicle Miles Travelled, 1/6 Truck VMT, 1/3 Lane Miles, 1/3 Poor IRI)
STP	65% Bridge formula (80% SD bridges, 20% all bridges), 35% Highway Formula (1/6 Vehicle Miles Travelled, 1/6 Truck VMT, 1/3 Lane Miles, 1/3 Poor IRI)
State Highway	1/3 Vehicle Miles Travelled, 1/3 Lane Miles, 1/3 Poor IRI
State Bridge	80% Structurally Deficient Bridges, 20% All Bridges
Federal Off System Bridge (BOF)	80% Structurally Deficient Bridges, 20% All Bridges
HSIP	\$500,000 base to each region; 50% Fatalities and Major Injuries, 50% Crashes
Rail	Statewide Program
CMAQ	Population with CMAQ Factor Multiplier based upon regional air quality classification
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula
STP-Urban	Funds distributed according to federal formula



APPENDIX C

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 July 28, 2016

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)**, and the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)** 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 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT 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/MAP-21/FAST Act 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 while still providing transparency. 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, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (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 or additional funds made available to the region and must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be included in subsequent analysis as permitted by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

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 or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project from the second and/or third four years of the 12 year program that has no phases authorized, encumbered, or programmed in the first 4 years
2. Project actions which cause there to be **no phases within the four-year TIP period**.
3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).
4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than \$5,000,000**, of state and/or federal funds and local funds (if local funds represents the required match).
5. Project action which decreases the overall cost of a project within the four years of the TIP by \$5,000,000 or more, if it represents a reduction in scope.

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two, three, or four** 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 there is a project action which decrease the overall cost of a project within the four years of the TIP by less than \$5,000,000 if it represents a reduction in scope.
3. 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 or utility work** 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). The utility phase may be programmed individually.
4. When either PennDOT or SEPTA deems it appropriate to **shift costs between certain funding categories** in accordance with available resources and eligible facilities/projects. For highway and bridge projects the federal funding categories are limited to: National Highway Performance Program (NHPP) and Surface Transportation Block Grant Programs (STP/STU) funds, and Bridge Off System (BOF) funds. For transit projects the federal funding categories are limited to: Section 5307, 5337, and 5339. PennDOT or SEPTA may also shift project funding between any of the state funding categories.
5. 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).
6. When the **line items** for Betterments are to be tapped for individual projects of **less than \$5 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 is **\$5,000,000 or more**, it will be treated as a minor amendment under the procedure in section "II. TIP AMENDMENTS."
7. When a project listed in an approved TIP is removed because funds for all phases have already been obligated or encumbered and those programmed funds can be used as a resource for another project. If the amount of funds that are deleted from the project is \$5 million or more, it will then be considered a minor amendment.

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:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2017 TIP: the

years FY18, FY19, or FY20), unless there is a formal record of opposition to the project by a public interest group.

2. When a cost increase to a project is greater than **\$1 million and less than \$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), or if there are additional funds being made available to the region.
3. Project action which decreases the overall cost of a project within the four years of the TIP by less than \$5,000,000 if it represents a reduction in scope.
4. When a project that utilizes 100 percent state funds and needs federal funds to establish FHWA as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).
5. 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.**

(Administrative Amendments)

6. When a cost increase occurs to the construction phase of a project that was **already obligated or encumbered** 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 or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. (Administrative Amendment)
7. 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)
8. 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). If the increase is \$5,000,000 or more, this would action would then be considered a formal action.
9. When a project "breakout" is developed from a "parent" project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project. (Administrative Amendment)

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 formal 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.

Examples of typical modifications that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a preliminary engineering (PE) or final design (FD) phase to the first four years of an existing project when there have been no previous obligations or encumbrances against the phase, and the cost of the PE or FD phase exceeds \$1,000,000.

D. Statewide Programs

New project additions to the DVRPC TIP, that are part of statewide managed programs, such as Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), and the Statewide Transportation Alternatives Program (TAP), will be treated as amendments requiring formal action by the DVRPC Board. Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. 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, and all revisions to DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.
2. Other Statewide Managed Programs include improvements or projects that are managed at the PennDOT Central Office level with possible DVRPC input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), and the Transportation Alternatives Program(TAP).
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate.

IV. ADMINISTRATION

A. Fiscal Constraint Charts

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 and incorporate project Year of Expenditure costs, 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, SEPTA, 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 and Transit Programs. 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. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

B. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT.

C. 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, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. 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.
 - a. PennDOT will provide DVRPC with a quarterly and annual 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 annual report comparing the programmed amount with the actual amount of funds secured under grants.

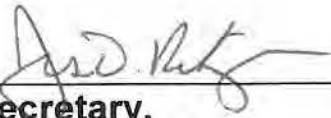
- b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
 - c. DVRPC will post the Obligation/Encumbrance information on its website.
- 2. PennDOT will provide DVRPC with annual Performance Measure reports.
- 3. The STIP/TIP Financial Report provided by PennDOT to FHWA/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 to DVRPC 30 days after the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).



**Executive Director,
for DVRPC**

Date 8/1/16



for Secretary,
for PennDOT

Date 8/8/16



**General Manager,
for SEPTA**

Date 8/3/16

MEMORANDUM OF UNDERSTANDING

Pennsylvania Department of Transportation's Statewide Procedures for 2017-2020 STIP and TIP Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2017-2020 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

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- **Amendment** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- **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.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- **Fiscal Constraint Chart** is an Excel spreadsheet that depicts the transfer of funds from one source of funding to a donee project or projects and that nets to zero.
- **Interstate Management (IM) Program** is PennDOT's four year listing of statewide interstate maintenance projects.
- **Invest Plan** is PennDOT's ongoing assessments and re-evaluation of data associated with the Transportation Investment decisions ensuring that each dollar invested is being directed to meet the strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. The regional targets were set with a continued focus on maintaining assets with the following priorities: Bridges on the NHS, Roadway conditions on the NHS, Bridges on the balance of the system; and Roadway conditions on the balance of the system.
- **Keystone Corridor (Pennsylvania portion)** is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia, PA and Harrisburg, PA.
- **Long Range Transportation Plan (LRTP) Lapse** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.322 (c)].

- ***New Project*** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- ***Planning Partner*** is one of the following: MPOs, or RPOs, or the independent County of Wayne.
- ***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.
- ***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.
- ***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).
- ***Revision*** is either an Amendment or an Administrative Modification to the STIP/TIP.
- ***Statewide Managed Program (Statewide Program)*** includes those transportation improvements or projects 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 are not limited to HSIP, RRX, “TAP”, Green Light Go, ARLE, Multi-modal, Recreational Trails and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.

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 dated January 5, 2016 (attached).

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 revision 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 revisions, and other actions taken to revise 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 revisions must maintain year-to-year fiscal constraint [23 CFR § 450.324 (e), (h) & (i)] for each of the four years of the STIP/TIP. All revisions 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, STIP/TIP revisions must be consistent with PennDOT's Investment Plan priorities, 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 revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency 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 MPO/RPO. 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 a Planning Partner's LRTP lapses due to the fact that the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that Planning Partner. During a LRTP lapse, all STIP/TIP revisions within that planning region, where the LRTP lapse occurred, will be treated as amendments and require Federal approval. There will be no administrative modifications for that Planning Partner until the LRTP is in compliance with the federal planning cycle.

If August Redistribution of Federal Highway Funds adds, advances, or adjusts Federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Revisions – Amendments and Administrative Modifications

An ***Amendment*** is a STIP/TIP revision that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes Federal funds from a statewide line item that exceed the thresholds listed below and exclude 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 revision 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 the Scope of Work on any Federally-funded project that is significant enough to essentially constitute a New Project.
- During a Planning Partner LRTP lapse, all STIP/TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or in effect).

The initial submission and approval process of the Federally-funded Statewide Program 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).

Approval by the MPO/RPO is required for Amendments. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided (in Excel format) which summarizes the before, requested adjustments, after changes, and comments explaining the reason for the adjustment(s) along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency.

In the case of the IM Program and other Federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An ***Administrative Modification*** is a STIP/TIP revision 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 the Federally-funded Statewide Program 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.

Administrative Modifications do 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 Modifications 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.

All revisions shall be identified and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire Amendment action) will require approval by the Cooperating Parties. 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 second period of the respective Planning Partners' Long Range Transportation Plan.

Programming of Keystone Corridor Funding

The Keystone Corridor (Pennsylvania portion) rail line extends from Philadelphia, PA to Harrisburg, PA. Keystone Corridor projects are funded within the three contiguous large UZAs – Harrisburg, Lancaster, and Philadelphia. The entire amount of Federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located in a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a “Keystone Corridor Project”, the particular use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is located in order to avoid the double counting of programmed funds within the two TIPs. For instance, if Federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the Federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the Federal funding amount will be listed as \$0.

Programming Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through a summary of recent Administrative Modifications and proposed Amendments. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's 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 and transit 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 Revision 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 revisions. **In all cases, individual Planning Partner revision 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 revisions.

This Memorandum of Understanding will begin October 1, 2016, and remain in effect until September 30, 2018, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

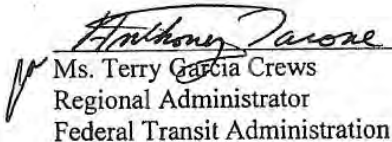
We, the undersigned hereby agree to the above procedures and principles.



Ms. Renee Sigel
Division Administrator
Federal Highway Administrator

3/17/16

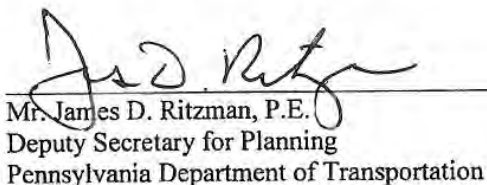
Date



Ms. Terry Garcia Crews
Regional Administrator
Federal Transit Administration

3-16-16

Date



Mr. James D. Ritzman, P.E.
Deputy Secretary for Planning
Pennsylvania Department of Transportation

3/29/16

Date



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 New Jersey and Pennsylvania 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 FY2017 TIP for Pennsylvania, only new TIP candidate projects were assessed by DVRPC's universal benefit criteria.

The criteria were developed with New Jersey and Pennsylvania 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:

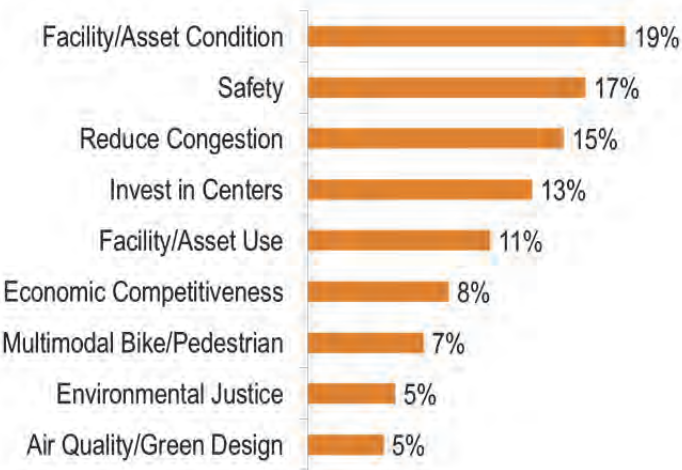
- ❖ Align with the Long-Range Plan and other regional objectives;
- ❖ Be relevant to different types of TIP projects;
- ❖ Indicate differences between projects;
- ❖ Avoid measuring the same goal(s) multiple times;
- ❖ Cover the entire 9-county region;
- ❖ Be more quantitative than qualitative;
- ❖ Use 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. The higher the weight, the higher the priority for the DVRPC region.



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 ≥ 180 , an NHS facility with an IRI ≥ 200 , a roadway with more than 2,000 vehicles per day with an IRI ≥ 230 , or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 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 the project 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)
- Does project support a known economic development project or a transit-oriented development (TOD)? (0.5 points if it supports)

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 and FAST Act requirements.

MAP-21 Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) instituted reforms 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.

TSOURCE: 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)
<i>Invest in Centers</i>	-	<i>Connections 2040</i> 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.
	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.
<i>Reduce Congestion</i>	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.
	-	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.
<i>Facility / Asset Use</i>	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.
<i>Multimodal – Bike and Pedestrian</i>	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"> <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; <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; <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. 										
<i>Economic Competitiveness</i>	-	Project sponsor, RTC, DVRPC	Up to a maximum of 1 point: <ul style="list-style-type: none"> <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; <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); <input type="checkbox"/> 0.5 points if project supports a known economic development (ED) project or a transit-oriented development (TOD). 										
<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"> <input type="checkbox"/> The project is in 1 or more DOT identified high crash location: <ul style="list-style-type: none"> <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&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); <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; <input type="checkbox"/> The project incorporates one or more FHWA proven safety countermeasures (see http://safety.fhwa.dot.gov/provencountermeasures/): <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> 	<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;	
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DETAILED EVALUATION CRITERIA (CONTINUED)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
<i>Facility / Asset Condition</i>	-	Asset Management System Rating	<p><u>Transit Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair; <input type="checkbox"/> 0.5 points if project extends the useful life of a facility / asset not in poor condition. <p><u>Roadway and Bridge Projects (up to 1 point):</u></p> <ul style="list-style-type: none"> <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 ≥ 180, an NHS facility with an IRI ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair; <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; <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; <input type="checkbox"/> 0.25 points if project removes a functional obsolescence issue on a bridge.

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Publication Title:

**DVRPC FY2017 Transportation Improvement Program (TIP)
for Pennsylvania (FY2017–2020)**

Publication Number:

17001A

Date Published:

November 2016

Geographic Area Covered:

Southeastern Pennsylvania
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words:

Act 89, Air Quality, Bike and Pedestrian, Bridges, Board Resolutions, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, CMP, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federally Funded Projects, Financial Guidance, Fixing America’s Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, Investment Plan, IPD, MAP-21, Memorandum of Understanding on Procedures to Amend and Modify the TIP, MOU, Moving Ahead for Progress in the 21st Century, NHFP, National Highway Freight Program, National Highway Performance Program, NHPP, PART, PennDOT, PennDOT’s Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, Surface Transportation Block Grant Program, Surface Transportation Program, Southeastern Pennsylvania Transit Authority, STP, TAP, TEA-21, TIP, TIP Project Benefit Criteria, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Improvement Program, 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 2017, 2018, 2019, and 2020. This volume also contains the following four appendices: (a) Board Resolutions, (b) Financial Guidance and the PennDOT Investment Plan, (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (d) DVRPC TIP Project Benefit Criteria.

Staff Contact:

Elizabeth Schoonmaker
Associate Director, Transportation | eschoonmaker@dvrpc.org



190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106
Phone: (215) 592-1800 | Fax: (215) 592-9125
web: www.dvrpc.org



190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



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