



## Chapter 9: Project Listings

Highway Projects for the FY2021 TIP

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# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 12923** *Bristol Road Extension SR:2025*

**LIMITS** US 202 to Park Avenue

Est Let Date: 12/8/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:119

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

**FC:** 16

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 14

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

Provide a two lane extension of Bristol Road from Business Route 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on Business Route 202 and turning movements at the Business Route 202/PA 152 intersection. Project may involve relocation of SEPTA siding track, a bridge across the wetlands, widening the intersection at Bristol Road and Business Route 202 to provide right and left turning lanes, providing maintenance of traffic during construction, redesigning traffic signals and rail road crossing gates at Business Route 202 and Bristol Road extension and coordination with SEPTA.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	581	2,122												
ROW	STP					237								
ROW	581					215								
UTL	STP						689							
UTL	581						172							
CON	581									326				
CON	581										3,827			
CON	581										7,639			
CON	581												8,366	
		<b>2,122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>861</b>	<b>0</b>	<b>0</b>	<b>326</b>	<b>11,466</b>	<b>0</b>	<b>8,366</b>	
		<b>Total FY2021-2024</b>			<b>2,122</b>	<b>Total FY2025-2028</b>				<b>1,313</b>	<b>Total FY2029-2032</b>			<b>20,158</b>

# DVRPC FY2021-2024 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: 7/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over the Neshaminy Creek on Worthington Mill Road between Swamp Road and Twining Bridge Road in Northampton and Wrightstown Townships. It is a poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	STP	236													
ROW	185	58													
UTL	STP	244													
UTL	185	60													
CON	185		1,148												
CON	185			3,000											
CON	185				5,000										
		<b>598</b>	<b>1,148</b>	<b>3,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>9,746</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 12965 *Lawn Avenue SR:4033*

LIMITS Maple Avenue to Farmers Lane

Est Let Date: 10/21/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	STU	324												
FD	581	81												
ROW	STU	371												
ROW	581	93												
UTL	TOLL													
UTL	STU	1,613												
UTL	TOLL													
UTL	STU		403											
CON	581		1,208											
CON	581			7,826										
CON	581				100									
CON	581					6,888								
		<b>2,482</b>	<b>1,611</b>	<b>7,826</b>	<b>100</b>	<b>6,888</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>12,019</b>	<b>Total FY2025-2028</b>				<b>6,888</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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

Est Let Date: 9/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tincum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Reconstruction of a 1909 reinforced concrete arch bridge located in Tincum 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	BOF	54													
ROW	183	10													
ROW	LOC	3													
UTL	BOF	63													
UTL	183	12													
UTL	LOC	4													
CON	BOF		592												
CON	183		111												
CON	LOC		37												
CON	BOF			1,592											
CON	183			297											
CON	LOC			99											
		146	740	1,988	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,874	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

**LIMITS** Over Kimples Creek

Est Let Date: 7/15/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Haycock Township

**FC:** 7

AQ Code:S19

**PLAN CENTER:**

IPD: 12

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services, a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands. The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

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

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	STU	3,819													
CON	185	955													
		4,774	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			4,774	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>				0

# DVRPC FY2021-2024 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: 2/17/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Milford Township

**FC:** 14; 16; 17

AQ Code:S19

**PLAN CENTER:**

IPD: 13

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14G

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP		4,371											
CON	185		1,093											
CON	STU			4,371										
CON	185			1,093										
		0	5,464	5,464	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>10,928</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 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

**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Bensalem Township; Middletown Township

**FC:** 12; 14

AQ Code:2025M

**PLAN CENTER:**

IPD: 12

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the S.R. 8017 (Street Road), S.R. 8019 (PA Turnpike), S.R. 8055 (Neshaminy/Rockhill Drive), and S.R. 8067 (Pennel/Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of eight (8) bridges, rehabilitation of one (1) bridge, the removal of one (1) bridge, the construction of six (6) retaining walls and the potential construction of two (2) noise walls. The bridges to be replaced are those which carry S.R. 0001 over S.R. 0132 (Street Road) (1B), I-0276 (the PA Turnpike) (9B), the PA Turnpike (Ramps I and J) (2B), S.R. 2044 (Rockhill Drive) (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries S.R. 2025 (Bristol Road) over Route 1 (10B) and the bridge that carries West Interchange Road over S.R. 0001 (11B) are also to be replaced. The bridge that is to be removed (3B) currently carries S.R. 0001 (Route 1) over a closed private access road. The rehabilitated bridge carries S.R. 0001 over Highland Ave. (S.R. 2008).

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

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	STU	2,376												
FD	581	594												
		<b>2,970</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>2,970</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 6/9/2022

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Falls Township; Middletown Township

**FC:** 16; 17

AQ Code:R1

**PLAN CENTER:** Suburban Center

IPD: 19

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	STP		787											
FD	581		197											
ROW	581				5,474									
UTL	581				15									
CON	STU						1,934							
CON	581						483							
CON	STU							6,000						
CON	581							1,500						
		0	984	0	5,489	0	2,417	7,500	0	0	0	0	0	
		<b>Total FY2021-2024</b>		<b>6,473</b>		<b>Total FY2025-2028</b>			<b>9,917</b>			<b>Total FY2029-2032</b>		<b>0</b>

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

**LIMITS** Over Tincum Creek

Est Let Date: 4/23/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Tincum Township

**FC:** 8

AQ Code:S19

**PLAN CENTER:**

IPD: 11

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Headquarters Road Bridge over Tincum Creek in Tincum Township, Bucks County. This bridge is poor condition, 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.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF	743												
CON	TOLL													
CON	BOF		1,919											
CON	TOLL													
CON	TOLL													
CON	BOF				1,742									
		743	1,919	1,742	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>		<b>4,404</b>		<b>Total FY2025-2028</b>			<b>0</b>			<b>Total FY2029-2032</b>		<b>0</b>

# DVRPC FY2021-2024 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: 4/23/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** Bensalem Township

**FC:** 16

AQ Code:R1

**PLAN CENTER:**

IPD: 18

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

**CMP:** Minor SOV Capacity

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

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU*	1,409												
CON	STP*		1,443											
CON	STU*		1,095											
CON	STP*			2,243										
CON	STU*			2,000										
		<b>1,409</b>	<b>2,538</b>	<b>4,243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>8,190</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:** Various

**FC:**

AQ Code:M1

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 4B, 12A

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the Cornwells Heights SEPTA Station 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STP	529												
CON	LOC	132												
CON	STP		529											
CON	LOC		132											
		661	661	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			1,322	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 36475** *Mill St. Grade Xing*

**LIMITS** Quakertown Borough

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Quakertown Borough

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 14G

This project will upgrade RRX Warning Devices.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	RRX				230									
		0	0	0	230	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			230	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 49315** *Portzer Road Roundabout SR:6309*

**LIMITS** Route 663 to Route 309

Est Let Date: 11/5/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:118

**MUNICIPALITIES:** Milford Township; Richland Township

**FC:** 17

AQ Code:NRS

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 14C

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STP		1,696											
		0	1,696	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			1,696	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

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

**LIMITS** Kulp Road to PA 611

Est Let Date: 1/30/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:34

**MUNICIPALITIES:** Warrington Township; Horsham Township

**FC:** 14

AQ Code:S10

**PLAN CENTER:**

IPD: 18

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 12B

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU*	1,500												
CON	NHPP*		2,500											
		1,500	2,500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			4,000	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 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: 2/11/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	NHPP	360												
UTL	581	90												
CON	581		1,000											
CON	581			3,000										
CON	581				2,230									
CON	581					2,360								
CON	581						7,000							
		450	1,000	3,000	2,230	2,360	7,000	0	0	0	0	0	0	
		Total FY2021-2024			6,680	Total FY2025-2028			9,360	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 64778 State Road SR:2002

LIMITS Elm Street to Neshaminy Creek

Est Let Date: 10/15/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project is located in Croydon, within Bristol Township, Bucks County. The scope of the project entails full depth pavement reconstruction for approximately 2.2 miles of SR 2002 (State Road) from the bridge crossing the Neshaminy Creek (eastern abutment) to the intersection with SR 0413 (New Rodgers Road).

The main purpose of the State Road Rehabilitation Project is to repair/replace the existing deteriorated pavement and to improve stormwater drainage. Curbing (to control and provide safe access and manage drainage), shoulder widening, addition of left turn lanes at State Road and Cedar Avenue (SR 2011) and traffic signal upgrades are also proposed.

Specifically, the existing 11-foot travel lanes will be widened to a 14-foot eastbound lane and a 12-foot westbound lane/8-foot parking lane (curb both directions) for the western 1.6 miles. Further east, the roadway will be widened to a 12-foot lane with 8-foot shoulder each direction. Adjustments to cross slopes and vertical profile will improve drainage.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	STU	849												
ROW	581	212												
UTL	581									430				
UTL	581									1,720				
CON	581									5,241				
CON	581									5,519				
CON	581												15,446	
		1,061	0	0	0	0	0	0	0	12,910	0	0	15,446	
		Total FY2021-2024			1,061	Total FY2025-2028				0	Total FY2029-2032			28,356

# DVRPC FY2021-2024 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: 4/22/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Newtown Township

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

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 Newtown 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	185	293											
FD	185		285										
ROW	185		704										
UTL	STP	103											
UTL	185	26											
CON	185		2,121										
		422	3,110	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>3,532</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 69823**      *Rosedale Rd o/ Br Unami Creek*

**LIMITS** Rosedale Rd in Milford Twp

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Milford Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

Rosedale Road  
Milford Township, Bucks County  
Bridge Replacement

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	106											
FD	185	186											
ROW	185	95											
UTL	185	37											
CON	185		1,912										
		424	1,912	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>2,336</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

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

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

Est Let Date: 6/18/2020

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Bristol Borough; Yardley Borough

**FC:**

AQ Code:X12

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

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

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

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	1,504											
		1,504	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>1,504</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Brownsville Road over Neshaminy Creek

Est Let Date: 1/28/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:**

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 51

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	185	3,236												
CON	581	548												
CON	185		3,112											
		<b>3,784</b>	<b>3,112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>6,896</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 86244** *River Road at Golden Pheasant over Delaware Canal*

**LIMITS**

Est Let Date: 3/31/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Tincum Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 11

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

**CMP:** Not SOV Capacity Adding

This project will provide for the rehabilitation or replacement of the River Road Bridge over the Delaware Canal in Tincum Township, Bucks County, a Decade of Investment bridge (DOI #2067). The River Road Bridge is poor condition and based on the most recent inspection in November 2016 its condition continues to deteriorate. As a result of this inspection, the bridge's posted weight was lowered to 15 tons and repairs were made to abutments and guide rail barrier.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	185	661												
ROW	185	298												
UTL	185	132												
CON	581		1,136											
CON	185			2,849										
CON	185			1,151										
		<b>1,091</b>	<b>1,136</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>6,227</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Church Road to Tollgate Road

Est Let Date: 8/8/2019

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

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

AQ Code:S10

**PLAN CENTER:**

IPD: 19

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14G

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP*	2,000												
CON	NHPP*		5,992											
CON	NHPP*			5,965										
		<b>2,000</b>	<b>5,992</b>	<b>5,965</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>13,957</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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: 1/28/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

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

AQ Code:S7

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

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 \$254,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	SXF	269												
CON	TOLL													
CON	STP	1,982												
		<b>2,251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>2,251</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS Solebury Township, Bucks County

Est Let Date: 5/21/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over a Tributary of the Delaware River on River Road between Laurel Road and Paxson Road in Solebury Township. It is a poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU												
		0	0	0	0	0	0	0	0	1,513	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			0	Total FY2029-2032			1,513

# DVRPC FY2021-2024 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      Actl Let Date: 7/26/2018  
**IMPROVEMENT** Roadway New Capacity      **NHPP:** Y      **MRPID:** 37  
**MUNICIPALITIES:** Bensalem Township      **FC:** 12; 14; 16      **AQ Code:** 2025M  
**PLAN CENTER:**      **IPD:** 18  
**PROJECT MANAGER:** TSS/S. Hasan      **CMP:** Major SOV Capacity      **CMP Subcorridor(s):** 4A, 5I

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP*	701											
CON	STP*		107										
CON	STU*		349										
CON	NHPP*		4,501										
CON	NHPP*		4,342										

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

	701	9,299	0	0	0	0	0	0	0	0	0	
	Total FY2021-2024		10,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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: 9/17/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Bensalem Township; Middletown Township

**FC:** 12; 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 18

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	12,205											
CON	581	3,052											
CON	STU		1,600										
CON	581		400										
CON	STU			2,000									
CON	581			500									
CON	STP				2,000								
CON	STU				390								
CON	NHPP				13,610								
CON	581				4,000								
CON	STU					6,194							



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

CON	NHPP					12,991								
CON	STP					8,502								
CON	581					6,921								
CON	STP						10,745							
CON	NHPP						2,623							
CON	STU						926							
CON	581						3,573							
CON	STU							37,506						
CON	581							9,376						
CON	STU								15,029					
CON	581								3,757					
		15,257	2,000	2,500	20,000	34,608	17,867	46,882	18,786	0	0	0	0	
		Total FY2021-2024		39,757		Total FY2025-2028		118,143		Total FY2029-2032				0

# DVRPC FY2021-2024 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: 10/6/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:37

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

**FC:** 12; 19

AQ Code:S10

**PLAN CENTER:**

IPD: 19

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of 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.

The estimated construction funding (\$94 Million) is located in the Long-range Plan which begins in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP	4,243											
ROW	581	1,060											
ROW	NHPP		4,243										
ROW	581		1,060										
ROW	NHPP			4,243									
ROW	581			1,060									
UTL	NHPP		2,185										
UTL	581		546										
CON	STP												
CON	581												

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

5,303	8,034	5,303	0	0	0	0	0	0	0	0	0	
Total FY2021-2024		18,640		Total FY2025-2028				0		Total FY2029-2032		0

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

**LIMITS** No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** Nockamixon Township **FC:** AQ Code:S19  
**PLAN CENTER:** IPD: 10  
**PROJECT MANAGER:** TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding

This project is a bridge rehabilitation of Stock's Grove Road over Beaver Creek in Nockamixon Township, Bucks County.  
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.  
 A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0		Total FY2025-2028				0		Total FY2029-2032		0	

**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 inter Est Let Date: 2/25/2021  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:** Y  
**MUNICIPALITIES:** Northampton Township **FC:** AQ Code:S19  
**PLAN CENTER:** IPD: 15  
**PROJECT MANAGER:** Gannett/M. McGuire **CMP:** Minor SOV Capacity **CMP Subcorridor(s):** 51

This project will be broken out into two phases when appropriate. Phase I is the replacement/rehabilitation of the poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	250											
ROW	581		406										
UTL	581		215										
CON	NHPP		7,379										
CON	581		1,845										
Total FY2021-2024		250	9,845	0	0	Total FY2025-2028				0	0	0	0
Total FY2021-2024		10,095		Total FY2025-2028				0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 102598**    *Mill Creek Rd O/Martin's Creek (CB #220)*

**LIMITS** No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** Falls Township **FC:** AQ Code:S19  
**PLAN CENTER:** IPD:  
**PROJECT MANAGER:** TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding

This project is a bridge rehabilitation/replacement of Mill Creek Road over Martin's Creek in Falls 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		0				0				0			

**MPMS# 104365**    *New Falls Road Pedestrian Safety Improvements*

**LIMITS** New Falls Rd (SR 2006) Est Let Date: 7/9/2020  
**IMPROVEMENT** Bicycle/Pedestrian Improvement **NHPP:** Y  
**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

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	950											
		950	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		950				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 107794**     **Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements SR:2033**

**LIMITS** Woodbourne Road/Langhorne-Yardley Rd to intersection of Langhorne-Yardley

Est Let Date: 2/11/2021

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP: Y

**MUNICIPALITIES:** Middletown Township

FC:

AQ Code:R1

**PLAN CENTER:**

IPD: 12

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5I

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.

This project had previously been listed under MPMS #57624.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	TOLL													
ROW	STU	500												
CON	581	2,341												
CON	581		1,000											
CON	581			2,000										
CON	581				2,000									
		<b>2,841</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>7,841</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 110091 King Road Bridge over Herkaken Creek (CB #54)

**LIMITS**

Est Let Date: 10/1/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Britain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

Bucks County Bridge #54 is a single span, concrete encased, steel I-beam bridge that is approximately 33 feet long. Originally built in 1912, it is currently weight-restricted to 7 tons. The bridge is poor condition as a result of the poor condition of the substructure, due to undermining of the near and far abutments. The bridge railing does not meet current standards and the approach guiderail also requires updating to current standards. Work to be performed includes the complete replacement of the bridge and associated approach improvements.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	TOLL														
FD	sSTP	300													
ROW	TOLL														
ROW	sSTP		30												
UTL	TOLL														
UTL	sSTP	20													
CON	TOLL														
CON	sSTP			700											
CON	TOLL														
CON	sSTP				650										
		320	30	700	650	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,700	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 110309** *I-95/US 13/PA 132 Slip Ramp Operation Improvement*

**LIMITS** I-95/US 13/PA 132

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:170

**MUNICIPALITIES:** Bristol Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 4B, 12A

As a preliminary step to address congestion and safety issues caused by the antiquated design of the interchange of I-95/US 13/PA 132 (Street Road), the existing intersection will be modified with an operational improvement to provide direct, one-way access to I-95 southbound from the US 13/PA 132 (Street Road) intersection by re-routing traffic from the Street Road off-ramp from eastbound Street Road to I-95 southbound via a direct connection to the I-95 southbound on-ramp. All movements of the interchange are currently provided to access I-95 northbound and southbound, but this reconfigured movement will reduce congestion, improve operational efficiency and system reliability, and eliminate unsafe traffic movements at this heavily trafficked intersection on Street Road at the I-95 southbound entrance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	581	844													
FD	581		580												
ROW	581			60											
UTL	581						1,305								
CON	581						1,305								
CON	581						5,219								
		844	580	60	0	0	7,829	0	0	0	0	0	0		
		Total FY2021-2024			1,484	Total FY2025-2028				7,829	Total FY2029-2032				0

**MPMS# 110310** *Almshouse at Jacksonville Road*

**LIMITS**

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Northampton Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 13A

Add a northbound right-turn lane on Jacksonville Road and a westbound left-turn lane on Almshouse Road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	581		634												
ROW	581		55												
UTL	TOLL														
UTL	STU		109												
CON	581						1,476								
		0	798	0	0	0	1,476	0	0	0	0	0	0		
		Total FY2021-2024			798	Total FY2025-2028				1,476	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 110966** *Old Lincoln Highway and Hulmeville Avenue Safety Improvements*

**LIMITS** Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047)

Est Let Date: 3/26/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Pennel Borough

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5I

Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047) Intersection improvements including adding exclusive left-turn lanes, modify left-turn signal phasing, & increase all red clearance interval.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	TOLL													
ROW	sHSIP	7												
UTL	TOLL													
UTL	sHSIP	34												
CON	TOLL													
CON	sHSIP	271												
		<b>312</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>312</b>		<b>Total FY2025-2028</b>			<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

**MPMS# 111024** *Easton Road Roundabouts*

**LIMITS** Easton Rd and New Britain Rd; Easton Rd and Sauerman Rd

Est Let Date: 3/11/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Doylestown Borough

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14F

Roundabout installation at Easton Rd (SR 1001) and New Britain Rd as well as Easton Rd and Sauerman Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	TOLL													
ROW	sHSIP	145												
UTL	TOLL													
UTL	sHSIP	95												
CON	TOLL													
CON	sHSIP	1,000												
CON	TOLL													
CON	sHSIP		1,374											
		<b>1,240</b>	<b>1,374</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>2,614</b>		<b>Total FY2025-2028</b>			<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 111464** *Shady Retreat SRTS Trail*

**LIMITS** Shady Retreat and Burpee Roads

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Doylestown Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 8G

This project is for the construction of approximately 0.8-miles of multiuse trail along Shady Retreat and Burpee Roads that will connect several neighborhoods to the Doylestown Elementary School, Lenape Middle School and Central Bucks West High Schools (using SRTS funding), in Doylestown Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			985									
		0	0	985	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		985				<b>Total FY2025-2028</b>				0			
						<b>Total FY2029-2032</b>				0			

**MPMS# 111468** *Lower Makefield Township Community Trail Connection*

**LIMITS** Lower Makefield Township

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Lower Makefield Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A

This project will construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	350											
CON	TAP		350										
		350	350	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		700				<b>Total FY2025-2028</b>				0			
						<b>Total FY2029-2032</b>				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 111471** *Aquetong Park Segment - Route 202 Cross-County Trail*

**LIMITS** Aquetong Park

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Solebury Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project will build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TAP	1,000													
		1,000	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>1,000</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

**MPMS# 115418** *Route 113 & Minsi Trail Road Roundabout*

**New**

**LIMITS** Souderton Road and Minsi Trail

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Hilltown Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 14H

This project is for the implementation of a roundabout at Souderton Road (SR 113) and Minsi Trail Road (SR 4019).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP	475													
FD	HSIP			275											
ROW	HSIP				263										
UTL	HSIP				20										
CON	HSIP				1,061										
		475	0	275	1,344	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>2,094</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 115419** *Buckingham Road and York Road (PA 263) Roundabout*

**New**

**LIMITS** Buckingham Road and Old Arch Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Buckingham Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8H, 8I

This project is for the implementation of a roundabout at Buckingham Road (SR 202) and York Road (SR 263).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	475											
FD	HSIP			205									
ROW	HSIP				1,115								
UTL	HSIP					33							
CON	HSIP					1,582							
		<b>475</b>	<b>0</b>	<b>205</b>	<b>1,115</b>	<b>1,615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		1,795				1,615				0			

**MPMS# 115420** *Penndel Borough Intersection Improvements*

**New**

**LIMITS** Penndel Borough

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Penndel Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8H

The proposed scope of this project include:

- Road diet of Lincoln Highway (SR 2037) from Lincoln Avenue to Durham Road (SR 0413)
- Addition of exclusive left-turn lane(s) at the following intersections:
  - o Lincoln Highway/Lincoln Avenue (westbound LTL)
  - o Lincoln Highway/Bellevue Avenue (eastbound/westbound LTLs and northbound/southbound LTLs)
  - o Lincoln Highway/Durham Road (westbound LTL)
- Prohibit eastbound Lincoln Highway (SR 2037) left-turn movements at Durham Road (SR 0413)
- Increase southbound Durham Road (SR 0413) left-turn lane storage at Lincoln Highway (SR 2037)
- Intersection control modification at Bellevue Avenue (SR 0413) and Durham Road (SR 0413)
- Modification of left-turn signal phasing at Lincoln Highway/Bellevue Avenue and Lincoln Highway/Durham Road signalized intersections
- Upgrade pavement markings and delineation within project limits
- Install high-visibility crosswalk markings at intersections within project limits
- Modernize signals along corridor, including interconnect with fiber optic and connection for accessibility from PennDOT Regional Traffic Management Center

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	190											
FD	HSIP			127									
UTL	HSIP				450								
CON	HSIP				1,642								
		<b>190</b>	<b>0</b>	<b>127</b>	<b>2,092</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		2,409				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Bucks	\$60,900	\$68,833	\$49,383	\$40,250	\$219,366	\$156,541	\$50,027

# DVRPC FY2021-2024 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: 6/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

The existing bridge on West Bridge Street in the Borough of Parkesburg, which is in poor condition and functionally obsolete, will be replaced. 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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	BOF	1,379													
CON	183	258													
CON	LOC	86													
CON	BOF		379												
CON	183		71												
CON	LOC		24												
CON	BOF			379											
CON	183			70											
CON	LOC			23											
CON	BOF				3,379										
CON	183				633										
CON	LOC				133										
		1,723	474	472	4,145	0	0	0	0	0	0	0	0		
		Total FY2021-2024			6,814	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS Over Culbertson Run

Est Let Date: 6/18/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Brandywine Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves a bridge replacement; reconstruction of the approach roadway; and minor realignment of roadway to avoid wetlands in East Brandywine Township. The roadway is also known as Lyndell Road.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TOLL														
CON	BOF	976													
CON	TOLL														
CON	BOF		1,314												
CON	TOLL														
CON	BOF			1,091											
CON	TOLL														
CON	BOF				201										
		976	1,314	1,091	201	0	0	0	0	0	0	0	0		
		Total FY2021-2024			3,582	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:48

**MUNICIPALITIES:** Caln Township; Coatesville City; Downingtown Borough; East Caln To **FC:**

AQ Code:2045M

**PLAN CENTER:**

IPD: 18

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 7E, 7F

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

Earmarks--SAFETEA DEMO #3172, PA ID# 504 - \$0 remaining; PA ID #146- \$0 remaining.

The overall corridor construction cost estimate is \$784 million.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	NHPP	2,667												
PE	581	667												
PE	NHPP		2,666											
PE	581		667											
PE	NHPP			2,666										
PE	581			667										
		<b>3,334</b>	<b>3,333</b>	<b>3,333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>10,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14580 US 1 Expressway Reconstruction: PA 472 to PA 896 SR:0001

LIMITS PA 472 to PA 896

Est Let Date: 12/15/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: East Nottingham Township; Lower Oxford Township; Oxford Borough; FC: 2; 6; 8; 9; 12; 16; 17; 19

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at PA 472, PA 10 and PA 896. See also MPMS #14581, #113307, and #113312.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	2,546											
UTL	STP		437										
UTL	581		109										
CON	STU		2,000										
CON	581		500										
CON	NHPP			10,390									
CON	581			2,596									
CON	NHPP				12,695								
CON	581				3,173								
CON	NHPP					16,000							
CON	581					4,000							
		2,546	3,046	12,986	15,868	20,000	0	0	0	0	0	0	0
		Total FY2021-2024			34,446	Total FY2025-2028			20,000	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14581 US 1 Expressway Reconstruction: PA 896 to PA 41 SR:0001

LIMITS PA 896 to PA 41

Est Let Date: 12/5/2024

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

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

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at PA 796, PA 841 and PA 41. See also MPMS #14580, #113307, and #113312.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	581		2,371											
FD	581			2,000										
ROW	581			1,351										
UTL	581			281										
CON	SPK-NHPP				15,000									
CON	581				3,750									
CON	SPK-NHPP					15,000								
CON	581					3,750								
CON	BOF						3,280							
CON	NHPP						8,825							
CON	581						3,027							
CON	BOF							3,280						
CON	STP							10,260						
CON	581							3,385						
		0	2,371	3,632	18,750	18,750	15,132	16,925	0	0	0	0	0	
		Total FY2021-2024			24,753	Total FY2025-2028			50,807	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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: 4/23/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Also see MPMS #s 16738, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU*	1,800											
ROW	581	743											
UTL	581	530											
CON	SPK-NHPP	29,000											
CON	NHPP	8,816											
CON	581	2,503											
CON	185	6,951											
CON	SPK-NHPP		27,000										
CON	581		6,750										
		<b>50,343</b>	<b>33,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>84,093</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 47979 North Valley Road over Amtrak SR:0030

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

Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7D

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	STU*	353												
ROW	STP*	2,590												
UTL	STU*	1,250												
UTL	STP*	57												
CON	185						1,352							
CON	185						5,411							
CON	185							1,352						
CON	185							3,530						
CON	581							1,881						
CON	185								5,411					
CON	185								1,352					
		4,250	0	0	0	0	6,763	6,763	6,763	0	0	0	0	
		Total FY2021-2024			4,250	Total FY2025-2028			20,289	Total FY2029-2032				0

# DVRPC FY2021-2024 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: 6/24/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased shoulder widths and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	2,107											
FD	581		1,076										
ROW	185	849											
UTL	185		601										
CON	NHPP					2,683							
CON	STU					2,683							
CON	STP					2,683							
CON	185					1,006							
CON	581					1,006							
CON	STU						2,683						
CON	STP						2,683						
CON	STP						1,562						
CON	NHPP						1,121						
CON	581						1,006						
CON	185						1,006						
CON	STP							4,263					
CON	NHPP							1,103					
CON	STP							2,683					
CON	185							1,006					
CON	581							1,006					
CON	STP								6,265				
CON	NHPP								1,002				
CON	STU								782				
CON	581								1,006				
CON	185								1,006				
CON	NHPP									2,683			
CON	STU									2,683			
CON	STP									2,683			
CON	581									1,006			
CON	185									1,006			
CON	STP										2,023		
CON	STU										2,683		
CON	NHPP										2,706		
CON	185										1,006		
CON	581										1,006		
CON	NHPP											637	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

2,956	1,677	0	0	0	10,061	10,061	10,061	10,061	10,061	10,061	9,424	637
Total FY2021-2024		4,633		Total FY2025-2028		30,183		Total FY2029-2032		30,183		

**MPMS# 85949**      **SR 896 Safety Improvement**

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

Est Let Date: 1/27/2022

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

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

**FC:** 6; 16

AQ Code:2025M

**PLAN CENTER:**

IPD: 13

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

**CMP:** Minor SOV Capacity

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; removing severe vertical crests at select locations; installing left turn lanes at select intersections; constructing a roundabout at the PA Route 896/PA Route 841 intersection; modifying the geometry at select intersections; improving drainage along PA Route 896; repaving PA Route 896 with pavement reconstruction at selection locations; relocating select utility poles; installing appropriate signage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is \$13,800,000. PE (\$2,500,000 estimate), FD (\$2,800,000 estimate), ROW (\$1,500,000 estimate), UTL (\$500,000 estimate), and CON (\$6,500,000 estimate).

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP		5,167										
CON	HSIP			1,936									
		0	5,167	1,936	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>7,103</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>			

# DVRPC FY2021-2024 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

Est Let Date: 6/15/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** East Brandywine Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is poor condition (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF	509												
CON	183	95												
CON	LOC	31												
CON	BOF		509											
CON	183		95											
CON	LOC		31											
		635	635	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2021-2024</b>		1,270			<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>				0

**MPMS# 86276** *Township Road over West Branch of Big Elk Creek (CB #297)*

**LIMITS**

Est Let Date: 10/1/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Lower Oxford Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will include the removal and replacement of an existing poor condition, and Weight Restricted 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	TOLL													
FD	sSTP	300												
ROW	TOLL													
ROW	sSTP	40												
UTL	TOLL													
UTL	sSTP	40												
CON	TOLL													
CON	sSTP		670											
CON	TOLL													
CON	sSTP			600										
		380	670	600	0	0	0	0	0	0	0	0	0	
<b>Total FY2021-2024</b>		1,650			<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 86301** *LancasterAve/BrandywineCk*

**LIMITS** Lancaster Ave at Brandywine Creek

Est Let Date: 8/25/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Downingtown Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project will include the rehabilitation of the Lancaster Avenue/322 Bridge over the East Branch of Brandywine Creek in the Borough of Downingtown, Chester County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185					1,552							
CON	185					6,209							
		0	0	0	0	7,761	0	0	0	0	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			7,761	Total FY2029-2032			0

**MPMS# 86302** *Ewing Road over White Clay Creek Bridge*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Penn Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

This project will include the replacement of two separate bridges along SR 3044/Ewing Road over the Middle Branch of White Clay Creek in Penn Township, Chester County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	185	133											
ROW	185	106											
UTL	185	16											
CON	185	1,326											
		1,581	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,581	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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: 12/10/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves replacing county owned bridge (#21) on Watermark Road over Muddy Run in Upper Oxford Township. 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.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	STP		2,448												
CON	183		459												
CON	LOC		153												
		0	3,060	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			3,060	Total FY2025-2028				0	Total FY2029-2032				0



# DVRPC FY2021-2024 TIP for PA

## 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.

Est Let Date: 3/15/2027

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:137

**MUNICIPALITIES:** East Caln Township

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

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 17

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 7E

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 \$784 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 #s 107551, 107553, and 107554 contains the construction of the western section, originally housed under MPMS# 84884.

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.

This project has construction funding (\$459 Million estimate) starting in FY29 and cash flowing the rest of the construction phase in the Long-range Plan which starts in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STP*	1,000											
PE	STU*	1,500											
FD	NHPP				6,343								
FD	581				1,585								
ROW	581				4,417								
UTL	NHPP							951					
UTL	581							238					
CON	185									375			
CON	581									375			
CON	STP										1,500		
CON	STU										322		
CON	185										375		
CON	581										407		
CON	STU											1,389	
CON	STP											2,160	
CON	NHPP											111	
CON	185											375	
CON	581											375	
CON	581												5,614
CON	185												1,156
CON	NHPP												
CON	581												
		<b>2,500</b>	<b>0</b>	<b>0</b>	<b>12,345</b>	<b>0</b>	<b>0</b>	<b>1,189</b>	<b>0</b>	<b>750</b>	<b>2,604</b>	<b>4,410</b>	<b>6,770</b>
		<b>Total FY2021-2024</b>		<b>14,845</b>		<b>Total FY2025-2028</b>		<b>1,189</b>		<b>Total FY2029-2032</b>		<b>14,534</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

Est Let Date: 3/26/2020

**IMPROVEMENT** Bridge Repair/Replacement

NHPP: N

**MUNICIPALITIES:** East Caln Township

FC: 16

AQ Code:S19

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project includes bridge superstructure replacement over Amtrak and associated roadway approach reconstruction, plus guiderail and drainage improvements on Boot Road near Quarry Road in East Caln Township, Chester County.

Poor condition bridge breakout project from MPMS #88706 .

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	185	1,896												
CON	581		1,247											
CON	185			6,873										
		1,896	1,247	6,873	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>10,016</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

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

**LIMITS**

Est Let Date: 7/15/2021

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP: Y

MRPID:136

**MUNICIPALITIES:** Various

FC: 14; 16

AQ Code:R1

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8A

This project includes improvements that will help reduce congestion and increase safety at the intersection of US 202 and SR 926 through lane reconfigurations, striping, upgrades to the traffic signal, signal timing, and bicycle and pedestrian improvements. The roadway improvements for this intersection include installation of a southbound right-turn deceleration lane on US 202 and an additional eastbound left-turn lane on SR 926, creating a double left-turn configuration along the eastbound approach onto Route 202 NB. Pedestrian and bicycle intersection improvements 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	STP	225												
FD	581	56												
ROW	581	23												
ROW	STP		93											
UTL	581		143											
CON	STP		2,865											
CON	581		717											
		304	3,818	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>4,122</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98036 *Merlin Road over Pigeon Run (Bridge)*

**LIMITS**

Est Let Date: 9/3/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition bridge along Merlin Road in East Pikeland Township, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	185	75												
UTL	TOLL													
UTL	BOF	10												
CON	TOLL													
CON	BOF	273												
CON	TOLL													
CON	BOF		1,000											
		<b>358</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,358</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

MPMS# 98039 *Ship Road over Valley Creek (Bridge)*

**LIMITS**

Est Let Date: 9/17/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition bridge along Ship Road in West Whiteland Township, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	185	87												
UTL	STP	47												
UTL	185	12												
CON	185	1,273												
		<b>1,419</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,419</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 98041** *Birchrun Road over Birch Run (Bridge)*

**LIMITS**

Est Let Date: 9/17/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** West Vincent Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition Bridge.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	185	87												
UTL	BOF	47												
UTL	185	12												
CON	185	1,126												
		<b>1,272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,272</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 98042** *Conestoga Rd o/ Pickering*

**LIMITS**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** West Pikeland Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

This project will include the replacement of the bridge spanning Conestoga Road over branch of Pickering 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	185	133												
ROW	185	80												
UTL	185	53												
CON	STP	1,273												
CON	185	318												
		<b>1,857</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,857</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 98223** *Creek Road over Pickering Creek (Bridge)*

**LIMITS** Thompson Davis Bridge No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** Schuylkill Township **FC:** AQ Code:S19  
**PLAN CENTER:** IPD: 12  
**PROJECT MANAGER:** TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 9B

This project is a replacement of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>0</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 98224** *Spring City Road over Stony Run (Bridge)*

**LIMITS** No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** East Pikeland Township **FC:** AQ Code:S19  
**PLAN CENTER:** IPD: 16  
**PROJECT MANAGER:** TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 9A

This project is a replacement of the county owned Cromby's B ridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205  
 Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>0</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 102708 PA 41 at PA 841 Improvements

**LIMITS**

Est Let Date: 4/15/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	SXF	129												
FD	STP	189												
FD	581	80												
ROW	STP	276												
ROW	581	69												
UTL	STP	64												
UTL	581	16												
CON	581		1,912											
CON	581			2,785										
		<b>823</b>	<b>1,912</b>	<b>2,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>5,520</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 102709 PA 41 & SR 926 Improvements

LIMITS Intersection of PA 41 and SR 926

Est Let Date: 4/22/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Londonderry Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	SXF	212												
ROW	TOLL													
UTL	SXF	53												
UTL	TOLL													
CON	TOLL													
CON	SXF	2,016												
		<b>2,281</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>2,281</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 107551 SR30/SR10 to Business 30 Interchange Improvement**

**LIMITS** 1,250' west of SR 10 in WestSadsbury to approx. 1,500' east of the bridge o/ Old

Est Let Date: 9/26/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:48

**MUNICIPALITIES:** Sadsbury Township; West Sadsbury Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD: 15

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

**CMP:** Minor SOV Capacity

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

The proposed Octorara Trail (SR 0010)/Lincoln Highway (Business US 30) Interchange project (US 30, Section 010) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,250 feet west of SR 10 in West Sadsbury Township to approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with Business US 30 will be considered to address the existing nonconventional split of the two roadways. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Business US 30 over EB US 30 and US 30 over Old Mill Road) within the project limits. The addition of turning lanes at the SR 10 intersection will be made to improve movement through the intersection.

This is a breakout of MPMS #84884

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP			2,347									
FD	581			586									
ROW	NHPP				2,404								
ROW	581				601								
UTL	NHPP					1,393							
UTL	581					349							
CON	SPK-NHPP						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	SPK-NHPP									10,000			
CON	581									2,500			
CON	STU										23,544		
CON	581										5,886		
		0	0	2,933	3,005	1,742	12,500	12,500	12,500	12,500	29,430	0	0
		<b>Total FY2021-2024</b>			<b>5,938</b>	<b>Total FY2025-2028</b>			<b>39,242</b>	<b>Total FY2029-2032</b>			<b>41,930</b>



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 107553 SR30 & Airport Rd Interchange Improvement**

**LIMITS** 1,500' east of bridge o/ Old MillRd in Sadsbury to approx. 0.2 miles east of Wag

Est Let Date: 12/31/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:48

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

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 18

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

**CMP:** Major SOV Capacity

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

The planned Airport Road Interchange project (US 30, Section AIR) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township to approximately 0.2 miles east of Wagontown Road in Valley Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. The Airport Road interchange will be reconfigured to address the short acceleration/deceleration ramp lengths and add the missing westbound entrance and eastbound exit ramps. As part of the interchange reconfiguration turning lanes will be added to Airport Road and West Highland Boulevard will be relocated to align with Highland Boulevard/Airport Road intersection. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Airport Road over US 30 and US 30 over Wagontown Road) within the project limits. No additional travel lanes are proposed for any of the project roadways

This is a breakout of MPMS #84884

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	6,852											
FD	581	1,713											
ROW	NHPP		4,246										
ROW	581		1,062										
UTL	NHPP						4,577						
UTL	581						1,144						
CON	SPK-NHPP						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	NHPP										56		
CON	185									23,453			
CON	NHPP											443	
CON	STU											58,629	
CON	185											40,332	
CON	581											41,569	
CON	STP												7,940
CON	581												27
CON	185												42,866
		<b>8,565</b>	<b>5,308</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,221</b>	<b>12,500</b>	<b>12,500</b>	<b>23,509</b>	<b>140,973</b>	<b>50,833</b>
		<b>Total FY2021-2024</b>		<b>13,873</b>		<b>Total FY2025-2028</b>			<b>30,721</b>	<b>Total FY2029-2032</b>		<b>227,815</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 107554 US30 & PA82 Interchange Improvement

LIMITS 0.2 miles east of Wagontown Rd in Valley to 0.1 miles west of SR 340 bridge o/

Est Let Date: 12/31/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:R3

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

The planned SR 82 Interchange project (US 30, Section 082) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 0.2 miles east of Wagontown Road in Valley Township to 0.1 miles west of the SR 340 bridge over US 30 in Caln Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with SR 82 will be undertaken to address substandard acceleration/deceleration ramp lengths and poor geometry of the westbound exit ramp. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (US 30 over W. Brandywine Creek, US 30 over SR 82, & US 30 over Moore Road) within the project limits. Reconfiguration of the SR 82/SR 340 intersection will also be undertaken as part of the project to improve movement through the intersection. No additional travel lanes are proposed on any of the roadways involved in the project.

This is a breakout of MPMS #84884.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	2,607											
FD	581	652											
FD	NHPP		2,607										
FD	581		652										
ROW	NHPP				3,004								
ROW	581				751								
UTL	NHPP						3,382						
UTL	581						845						
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	STU								44,244				
CON	581								2,500				
CON	581								11,061				
CON	STU									15,232			
CON	SPK-NHPP									10,000			
CON	581									2,500			
CON	STU										15,029		
CON	581										3,757		
		3,259	3,259	0	3,755	0	4,227	12,500	67,805	27,732	18,786	0	0
		Total FY2021-2024			10,273	Total FY2025-2028			84,532	Total FY2029-2032			46,518

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 107945 Art School Rd O/ Br Pickering Creek (Bridge)

LIMITS West Pikeland Township

Est Let Date: 2/15/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition, weight restricted bridge along Art School Road in West Pikeland Township, Chester County.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	TOLL														
ROW	BOF	159													
UTL	TOLL														
UTL	BOF		55												
CON	TOLL														
CON	BOF		1,366												
CON	TOLL														
CON	BOF			1,366											
		159	1,421	1,366	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,946	Total FY2025-2028				0	Total FY2029-2032				0

MPMS# 110311 PA 41 at State Road Intersection

LIMITS PA 41 at State Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will address the geometry of the intersection, realign the intersection, improve sight distance, improve turning lanes, incorporate ITS, improve sidewalk and pedestrian access, and accommodate heavy vehicle traffic at the intersection.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	581		546												
ROW	STU			113											
UTL	581			225											
CON	581					5,970									
		0	546	338	0	5,970	0	0	0	0	0	0	0		
		Total FY2021-2024			884	Total FY2025-2028				5,970	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 110312** *Baltimore Pike/Newark Road Intersection Improvements*

**LIMITS** Baltimore Pike at Newark Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** New Garden Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD: 22

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5A

This project is located in the village of Toughkenamon in New Garden Township, Chester County. This project will improve safety by realigning the northern leg of Newark Road at Baltimore Pike and upgrading and modernizing the traffic signal, including pedestrian signals and emergency preemption. Dedicated left-turn lanes on all four approaches, as well as a right-turn lane from northbound Newark Road to eastbound Baltimore Pike will be installed. Turning radii will be widened to accommodate trucks and larger vehicles. Access management enhancements and driveway adjustments for homes and businesses will improve access management. New sidewalk connections and ADA compliant curb ramps will be installed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	581			684										
ROW	STP				1,229									
UTL	581					2,897								
CON	STU												7,841	
CON	581												1,960	
		0	0	684	1,229	2,897	0	0	0	0	0	0	9,801	
		<b>Total FY2021-2024</b>			1,913	<b>Total FY2025-2028</b>				2,897	<b>Total FY2029-2032</b>			9,801

**MPMS# 110949** *Horseshoe Pike and Manor Road Intersection*

**LIMITS** Horseshoe Pike (SR 0322) and Manor Road (SR 0082)

Est Let Date: 7/23/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** West Brandywine Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

Addition of exclusive left turn lanes and lighting at the intersection of Manor Road (PA 82) and Horseshoe Pike (US 322) in West Brandywine Township, Chester County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	TOLL													
FD	sHSIP	11												
UTL	TOLL													
UTL	sHSIP	6												
CON	TOLL													
CON	sHSIP		270											
		17	270	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			287	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 110954 PA 10 Shoulder Widening**

**LIMITS** Between US 30 and Lancaster County Line

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP:

**MUNICIPALITIES:** Honey Brook Borough; Honey Brook Township; Sadsbury Township; **FC:**

AQ Code:S4

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Not SOV Capacity Adding

Shoulder widening of Route 10 (SR 0010) between US 30 (SR 0030) and Lancaster County Line.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	TOLL														
PE	sHSIP	200													
		200	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2021-2024</b>		200			<b>Total FY2025-2028</b>				0				<b>Total FY2029-2032</b>		0

**MPMS# 110963 Manor Road Roundabout**

**LIMITS** Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005)

Est Let Date: 3/12/2020

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP:

**MUNICIPALITIES:** West Brandywine Township

FC:

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

Roundabout installation at Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	TOLL														
ROW	sHSIP	216													
UTL	TOLL														
UTL	sHSIP	39													
CON	TOLL														
CON	sHSIP	578													
CON	TOLL														
CON	sHSIP		400												
		833	400	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2021-2024</b>		1,233			<b>Total FY2025-2028</b>				0				<b>Total FY2029-2032</b>		0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 111474 *My School on the Move Program*

LIMITS No Let Date  
 IMPROVEMENT Other NHPP:  
 MUNICIPALITIES: Various FC: AQ Code:A2  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: EE/DVRPC/R. Gallagher CMP: Not SOV Capacity Adding

Funding is for the interactive My School on the Move program that teaches middle school students traffic safety laws (using SRTS funding).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	111											
		111	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		111				0				0			

MPMS# 111477 *State Road Sidewalks*

LIMITS State Rd between Prospect Ave/Wickerton Rd and Schoolhouse Rd Est Let Date: 8/20/2020  
 IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:  
 MUNICIPALITIES: London Grove Township FC: AQ Code:A2  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: EE/DVRPC/J. Natalie CMP: Not SOV Capacity Adding CMP Subcorridor(s): 5A

This project will construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			1,280									
		0	0	1,280	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		1,280				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 111485**     **Route 82 Crosswalks and sidewalk**

**LIMITS** The 700 block of Route 82 in East marlborough Twp

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** East Marlborough Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project will construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>750</b>		<b>Total FY2025-2028</b>			<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

**MPMS# 113307**     **US 1 Expressway Reconstruction: PA/MD Line to PA 472**

**New-B**

**LIMITS** PA/MD Line to PA 472

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

MRPID:3

**MUNICIPALITIES:** East Nottingham Township; Lower Oxford Township; West Nottingha

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Minor SOV Capacity

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. Interchanges included in the work are at Sylmar Road, Ridge Road, and PA 272. See also MPMS #14580, #14581, and #113312.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581	1,453												
PE	581		1,366											
PE	581		1,000											
FD	581				4,347									
ROW	581				1,391									
UTL	STP					246								
UTL	581					61								
CON	NHPP					8,461								
CON	581					2,115								
CON	NHPP						8,461							
CON	581						2,115							
CON	NHPP							8,461						
CON	581							2,115						
CON	NHPP								8,461					
CON	581								2,115					
CON	NHPP									8,461				
CON	581									2,115				
		<b>1,453</b>	<b>2,366</b>	<b>0</b>	<b>5,738</b>	<b>0</b>	<b>10,883</b>	<b>10,576</b>	<b>10,576</b>	<b>10,576</b>	<b>10,576</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>9,557</b>		<b>Total FY2025-2028</b>			<b>32,035</b>		<b>Total FY2029-2032</b>		<b>21,152</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 113312 US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road

New-B

LIMITS PA 41 to Schoolhouse Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 17A

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. Interchanges included in the work are at Newark Road, PA 82, and Baltimore Pike. See also MPMS #14580, #14581, and #113307.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581			1,000									
PE	581				3,277								
FD	581					4,776							
ROW	581						1,476						
UTL	581								326				
CON	STP								11,462				
CON	581								2,865				
CON	STU									11,462			
CON	581									2,865			
CON	NHPP										3,522		
CON	581										2,865		
CON	STP											7,940	
CON	NHPP											11,462	
CON	581											2,865	
CON	NHPP												11,462
CON	581												2,865
		0	0	1,000	3,277	4,776	1,476	0	14,653	14,327	6,387	22,267	14,327
<b>Total FY2021-2024</b>				<b>4,277</b>	<b>Total FY2025-2028</b>		<b>20,905</b>		<b>Total FY2029-2032</b>		<b>57,308</b>		



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 115422** *West Chester Pike Safety Improvements*

**New**

**LIMITS** West Chester Borough and West Goshen Township

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** West Chester Borough; West Goshen Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The proposed scope of this project include:

- Installation of chevrons and curve warning signs and improve pavement friction on West Chester Pike from Prospect Ave to Morris Road
- Improvement of pavement friction on West Chester Pike at the intersection with Concord Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Patrick Avenue
- The installation of retroreflective backplates to the signals and the improvement of pavement friction on West Chester Pike at the intersection with 5 Points Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Spring Lane

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP		167										
FD	HSIP				112								
CON	HSIP					1,000							
CON	HSIP						773						
		0	167	0	112	1,000	773	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			279	<b>Total FY2025-2028</b>			1,773	<b>Total FY2029-2032</b>			0

**MPMS# 115423** *Route 23 Corridor Safety Improvements*

**New**

**LIMITS** From Ridge Road to Whitehorse Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** East Pikeland Township; Phoenixville Borough; Schuylkill Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers and pushbuttons at signalized intersections
- Modification of signal phasing to include a leading pedestrian interval at Rapps Dam Road/Mowere Road intersection
- Installation of a signal at Mason Street intersection
- Installation of intersection warning signage at Second Avenue/Buchanan Street intersection
- Installation of signal ahead signage at the following intersections:
  - o Bridge Street/Mellon Street
  - o Main Street/Manavon Street
- Eliminate passing lane on eastbound SR 0023 at Kimberton Road intersection

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	251											
FD	HSIP		174										
CON	HSIP			1,407									
		251	174	1,407	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			1,832	<b>Total FY2025-2028</b>			0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 115424 US 322 West Chester Bypass Safety Improvements

New

LIMITS Downingtown Pike to US 202

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: East Bradford Township; West Goshen Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

- Removal of passing lanes in the Pottstown Pike interchange
- Extension of acceleration and deceleration lanes of the ramps of the Pottstown Pike interchange
- Narrowing of lanes from 12'-13' to 11' to ensure a minimum shoulder width of 5'
- Installation of bicycle-tolerable shoulder and centerline rumble strips, as well as bicycle tolerable storm grates
- Replacement of guide rail to MASH standards with approved end treatments, removal of turndowns, and protection of bridge wing walls
- Replacement of mast arms and addition of overhead street lighting at the Phoenixville Pike intersection
- Implementation of wrong way countermeasures at the Pottstown Pike and SR 0202 interchanges
- Installation of retroreflective backplates on signals
- Addition of exclusive left turn lanes at New Street intersection

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP		3,513										
		0	3,513	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		3,513		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115425 *High Street Pedestrian Improvements*

New

LIMITS Rosedale Avenue to Miner Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers at signalized intersections
- Installation of signals at University Avenue and Sharpless Street intersections
- Installation of additional lighting at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Sharpless Street
  - o Price Street
  - o Union Street
- Installation of curb bumpouts at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Nields Street
  - o Sharpless Street
  - o Lacey Street
- Installation of high visibility crosswalks at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Sharpless Street
  - o Price Street

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	226											
FD	HSIP			129									
CON	HSIP			1,000									
CON	HSIP				456								
		<b>226</b>	<b>0</b>	<b>1,129</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		1,811				0				0			

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Chester	\$97,258	\$80,898	\$43,845	\$68,881	\$290,882	\$348,304	\$449,241

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** Over Amtrak/SEPTA Wilmington/Newark Rail Line

Est Let Date: 7/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Folcroft Borough; Sharon Hill Borough

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF		955											
CON	183		179											
CON	LOC		59											
CON	BOF			955										
CON	183			179										
CON	LOC			59										
		0	1,193	1,193	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>2,386</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** Over Chester Creek

Est Let Date: 6/22/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Thornbury Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

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

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	BOF	404													
FD	179	99													
ROW	BOF		42												
ROW	179		10												
UTL	BOF					64									
UTL	179					16									
CON	179					504									
CON	183					2,688									
CON	LOC					167									
		503	52	0	0	3,439	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			555	<b>Total FY2025-2028</b>				3,439	<b>Total FY2029-2032</b>				0

# DVRPC FY2021-2024 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: 12/15/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

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

This 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, 114, and 117 bus routes use Routes 1 and 352.

The estimated construction funding (\$145 Million) is located in the Long-range Plan which begins in FY33.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP		4,807										
FD	581		1,202										
FD	NHPP			4,807									
FD	581			1,202									
FD	NHPP				1,202								
FD	581				4,807								
ROW	NHPP					5,158							
ROW	581					1,289							
ROW	NHPP						5,158						
ROW	581						1,289						
ROW	NHPP							5,158					
ROW	581							1,289					
ROW	NHPP								5,158				
ROW	581								1,289				
ROW	NHPP									5,158			
ROW	581									1,289			
UTL	581						802						
UTL	581							5,430					
CON	NHPP												
CON	STP												
CON	581												
		0	6,009	6,009	6,009	6,447	7,249	11,877	6,447	6,447	0	0	0
<b>Total FY2021-2024</b>				<b>18,027</b>		<b>Total FY2025-2028</b>		<b>32,020</b>		<b>Total FY2029-2032</b>		<b>6,447</b>	

# DVRPC FY2021-2024 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: 1/30/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Ridley Park Borough

**FC:** 17

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 16

**PROJECT MANAGER:** AECOM/K. Caparra

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The superstructure of the Sellers Avenue Bridge over Amtrak will be replaced while reusing the existing stone abutments. The new superstructure and reused stone masonry abutments will be designed in accordance with current AASHTO and PennDOT design criteria and will be compliant with Amtrak's requirements for the railroad protective barrier and fencing in proximity to the railroad. Amtrak requires a solid face barrier on the bridge with a minimum 8'-0" height from the top of the sidewalk, capped with curved fencing a minimum of 1'-6" high, for a total height of 9'-6" above the sidewalk.

The roadway profile is expected to be raised with minor changes to sidewalks and vegetation. In an effort to minimize impacts to the Borough and the historic district, the change in the roadway profile has been lessened through coordination with Amtrak. Amtrak allowed the minimum vertical clearance (MVC) (currently proposed to be 20'-3") to be significantly less than what is typically required (24'-3"). Replacement of the bridge will require the construction of one new catenary support structure on the west side of the bridge and the rerouting of catenary wires and the relocation of railroad signals. Existing utilities will need to be supported and service will need to be maintained during construction. The new bridge design will accommodate the existing utilities at this location. The project will also upgrade the existing signal layout at the intersection of Sellers and Swarthmore Avenues to bring it to current standards and install emergency pre-emptive equipment. Emergency pre-emptive equipment will also be installed on the existing signal equipment at the intersection of East Ridley and Swarthmore Avenues.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	1,380												
CON	TOLL													
CON	STU		2,000											
CON	TOLL													
CON	STU			2,000										
CON	TOLL													
CON	STU				3,757									
CON	STP				623									
		<b>1,380</b>	<b>2,000</b>	<b>2,000</b>	<b>4,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>9,760</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 47147**      **3rd Street Dam Over Broomall Lake**

**LIMITS** Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/17/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Media Borough

**FC:**

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5D

This project involves 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	183					2,087								
CON	LOC					522								
		0	0	0	0	2,609	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			0	<b>Total FY2025-2028</b>				2,609	<b>Total FY2029-2032</b>			0

**MPMS# 47992**      **New Road Over West Branch of Chester Creek (Crozierville Bridge)**

**LIMITS** Over West Branch of Chester Creek

Est Let Date: 6/18/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Aston Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	BOF	40												
UTL	183	7												
UTL	LOC	2												
CON	BOF	3,480												
CON	183	652												
CON	LOC	217												
		4,398	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			4,398	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**MPMS# 57773** *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)*

**LIMITS** Over Amtrak/SEPTA Rail Line between 5th Street and 6th Streets

Est Let Date: 3/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Chester City

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 22

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

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 and replace it with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF	1,137												
CON	183	213												
CON	LOC	71												
CON	BOF		137											
CON	183		26											
CON	LOC		9											
CON	BOF			136										
CON	183			25										
CON	LOC			8										
CON	BOF				3,136									
CON	183				588									
CON	LOC				196									
		1,421	172	169	3,920	0	0	0	0	0	0	0	0	
		Total FY2021-2024		5,682		Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

Est Let Date: 1/16/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA Route 107 and school buses. Proposed solution would be modernization of signals and improving the turn radius at the northeast and southeast corners of the intersection. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	LOC	150													
UTL	CAQ	28													
UTL	581	6													
CON	TOLL														
CON	CAQ	1,575													
		1,759	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,759	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 69665**      **South Creek Road Bridge Over Brandywine Creek SR:3101**

**LIMITS** Over Brandywine Creek

Est Let Date: 10/7/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Pennsbury Township; Chadds Ford Township

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	STU	720													
FD	581	180													
CON	185		5,673												
CON	185			4,000											
CON	185				11,000										
		<b>900</b>	<b>5,673</b>	<b>4,000</b>	<b>11,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>21,573</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 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 East of Market Street

Est Let Date: 2/17/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:50

**MUNICIPALITIES:** Bethel Township; Concord Township; Upper Chichester Township

**FC:** 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 17

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

This project section involves the widening and improving of SR 322 to a four-lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line through Bethel Township to just east of Chelsea Parkway in Upper Chichester Township.

The following improvements will be implemented:

- The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.
- Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.
- A new traffic signal will be constructed at the intersection of Garnet Mine Road and the SR 322 eastbound ramps.
- Left turns from and into Colonial Drive will be eliminated.
- The existing traffic signal at the Bethel Road Connector and left turn lanes on SR 322 will be reconstructed.
- The total estimated cost for this project section is \$142,358,492.
- The anticipated let date is August 22, 2024.
- The anticipated completion date is September 21, 2028.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 114034 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	SXF				12,650								
CON	581				3,162								
CON	STU					1,000							
CON	581					250							
CON	STU						1,000						
CON	581						250						
CON	STU							8,045					
CON	581							2,012					
CON	STU								13,348				
CON	581								3,337				
CON	STU									13,348			
CON	581									3,337			
CON	STU										13,348		
CON	581										3,337		
CON	STU											13,348	
CON	581											3,337	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

CON	STU												18,651	
CON	581												4,662	
		0	0	0	15,812	1,250	1,250	10,057	16,685	16,685	16,685	16,685	23,313	
<b>Total FY2021-2024</b>				<b>15,812</b>	<b>Total FY2025-2028</b>				<b>29,242</b>	<b>Total FY2029-2032</b>				<b>73,368</b>

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

**LIMITS** I-476 to Fairview Road

Est Let Date: 1/30/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Ridley Township

**FC:** 11; 14

**AQ Code:**R2

**PLAN CENTER:**

**IPD:** 18

**PROJECT MANAGER:** AECOM/K. Caparra

**CMP:** Minor SOV Capacity

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

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	NHPP	212												
UTL	581	53												
CON	NHPP		6,337											
CON	581		1,584											
CON	NHPP			6,337										
CON	581			1,584										
		<b>265</b>	<b>7,921</b>	<b>7,921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total FY2021-2024</b>				<b>16,107</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 79329**      **Bridgewater Road Extension**

**LIMITS** Concord Road to PA 452/US 322

Est Let Date: 12/12/2024

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:117

**MUNICIPALITIES:** Aston Township; Chester Township; Upper Chichester Township

**FC:** 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	STP		984												
FD	581		246												
ROW	STU			760											
ROW	581			190											
UTL	STU				783										
UTL	581				196										
CON	STP				4,860										
CON	STU				10,797										
CON	581				3,914										
		0	1,230	950	20,550	0	0	0	0	0	0	0	0		
		Total FY2021-2024			22,730	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 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: 6/18/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Darby Township; Folcroft Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 24

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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

The 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 "poor condition," 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	BOF	51												
UTL	179	13												
CON	BOF	839												
CON	179	209												
CON	BOF		839											
CON	179		209											
CON	BOF			839										
CON	179			209										
		<b>1,112</b>	<b>1,048</b>	<b>1,048</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>3,208</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 88400 US 1, Chester County Line to Pole Cat Road

LIMITS Delaware County

Est Let Date: 3/19/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES:

FC: 12; 14

AQ Code:S10

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

Delaware County Route 1 Paving and ADA Ramp Reconstruction

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	2,731											
CON	581	682											
CON	STU		2,000										
CON	581		500										
CON	STU			1,600									
CON	581			400									
CON	STU				5,000								
CON	STU				1,400								
CON	581				1,250								
CON	581				350								
		3,413	2,500	2,000	8,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		15,913		Total FY2025-2028			0	Total FY2029-2032			0



# DVRPC FY2021-2024 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

Est Let Date: 9/30/2021

**IMPROVEMENT** Bridge Repair/Replacement

NHPP: Y

**MUNICIPALITIES:** Tinicum Township; Prospect Park Borough

FC: 14

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 15

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The project consists of the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries S.R. 420 over Darby Creek between the Tinicum Township and Prospect Park Borough in Delaware County. Proposed work for the southbound structure includes full replacement of the structure (superstructure and substructure). The existing northbound bridge is a three span prestressed concrete composite adjacent box beam bridge carrying Northbound S.R. 0420 over Darby Creek. Proposed work for the northbound structure includes full replacement of the structure (superstructure and substructure). At the request of Delaware Valley Regional Planning Commission and the Clean Air Council, a Shared Use Path crossing will be constructed under the bridges adjacent to the southern abutments. This path will provide a connection to the adjacent John Heinz Wildlife Refuge. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185				6,362								
CON	185					2,653							
CON	581					675							
CON	185						6,732						
CON	581						3,482						
CON	581							654					
CON	185							7,267					
		0	0	0	6,362	3,328	10,214	7,921	0	0	0	0	0
		Total FY2021-2024			6,362	Total FY2025-2028			21,463	Total FY2029-2032			0

**MPMS# 92739** *Glen Riddle o/Chrome Run (Bridge)*

**LIMITS** Middletown Township North of Brandywine Drive

Est Let Date: 10/1/2020

**IMPROVEMENT** Bridge Repair/Replacement

NHPP:

**MUNICIPALITIES:** Middletown Township

FC: 17

AQ Code:S19

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B

Bridge rehabilitation/replacement of Glen Riddle Road over Chrome Run.

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185		219										
CON	185		874										
		0	1,093	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,093	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS** Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/8/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Darby Township

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 26

**PROJECT MANAGER:** EE/L. Link

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township and City of Philadelphia. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	STP												114	
UTL	185												29	
CON	STP												9,125	
CON	185												2,281	
		0	0	0	0	0	0	0	0	0	0	11,549	0	
		Total FY2021-2024			0	Total FY2025-2028				0	Total FY2029-2032			11,549

**MPMS# 93105** *State Rd o/Darby Creek (Bridge)*

**LIMITS** State Road (SR 0001) between Rolling Road and State Road(SR 2026)

Est Let Date: 11/5/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Springfield Township; Upper Darby Township

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5C

Bridge rehabilitation of State Road over Darby 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	185	656												
CON	581	2,069												
CON	185		403											
CON	185			4,483										
CON	185				688									
CON	185					459								
		2,725	403	4,483	688	459	0	0	0	0	0	0	0	
		Total FY2021-2024			8,299	Total FY2025-2028				459	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 95429**      **US 202 and US 1 Intersection Area Improvements**

**LIMITS** 202/1 Intersection and Looproad

Est Let Date: 8/15/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:123

**MUNICIPALITIES:** Chadds Ford Township

**FC:** 14

AQ Code:2025M

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:** Gannett/P. Valliere

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

This project is in Concord and Chadds Ford Townships and involves intersection improvements to ease congestion. Improvements include pavement widening, pavement reconstruction and signal upgrades to accommodate an additional northbound US 1 travel lane through the intersection and a double left turn lane for northbound US 202. Other roadway improvements will include landscaped medians throughout the project area; eastbound and westbound left turn lanes and a signalized US 202 pedestrian crossing at the US 202/State Farm Drive/Brandywine Drive intersections; signalized pedestrian crossings at the US 1/Applied Bank Boulevard/State Farm Drive intersection; and elimination of the southbound Route 1 left turn lane at Dickinson Drive. Project CMP commitments include sidewalks, crosswalks, and enhanced bus stop areas in consultation with SEPTA. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	STP	661													
FD	581	165													
ROW	STP		143												
ROW	581		36												
UTL	STP		246												
UTL	581		61												
CON	STP			2,341											
CON	581			585											
		<b>826</b>	<b>486</b>	<b>2,926</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>4,238</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

LIMITS No Let Date  
 IMPROVEMENT Bridge Repair/Replacement NHPP:  
 MUNICIPALITIES: Ridley Township FC: AQ Code:S19  
 PLAN CENTER: IPD: 15  
 PROJECT MANAGER: TSS/GANNETT/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is poor condition. 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 "poor condition" 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

LIMITS No Let Date  
 IMPROVEMENT Bridge Repair/Replacement NHPP:  
 MUNICIPALITIES: Lansdowne Borough; Upper Darby Township FC: AQ Code:S19  
 PLAN CENTER: IPD: 18  
 PROJECT MANAGER: TSS/GANNETT/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 5E

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 TIP for PA

## 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 **NHPP:**  
**MUNICIPALITIES:** Glenolden Borough; Norwood Borough **FC:** AQ Code:S19  
**PLAN CENTER:** IPD: 15  
**PROJECT MANAGER:** TSS/GANNETT/S. New **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 6A

This project is a bridge rehabilitation/replacement of the County owned South Avenue Road Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		0				0				0			

**MPMS# 99668** *PA 291 Drainage Improvement*

**LIMITS** Between Crum Creek and Darby Creek **Est Let Date:** 10/1/2020  
**IMPROVEMENT** Roadway Rehabilitation **NHPP:**  
**MUNICIPALITIES:** Tincum Township; Eddystone Borough; Ridley Park Borough **FC:** AQ Code:X13  
**PLAN CENTER:** IPD: 17  
**PROJECT MANAGER:** Plans/S. Hasan **CMP:** Not SOV Capacity Adding **CMP Subcorridor(s):** 2D, 4C, 6A

This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, and construction of ditches to alleviate the existing flooding of the roadway. The existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	212											
ROW	581	85											
UTL	581	12											
CON	STU	1,195											
CON	581	47											
		<b>1,551</b>				<b>0</b>				<b>0</b>			
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		1,551				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 103217**    *Main Street Grade Crossing*

**LIMITS** Between 5th and 7th Streets

Est Let Date: 2/27/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** Darby Borough

**FC:**

AQ Code:S8

**PLAN CENTER:** Town Center

IPD: 25

**PROJECT MANAGER:** Gannett/M. McGuire

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	548											
CON	STP		1,241										
CON	STP			3,241									
CON	RRX			70									
CON	STU				65								
CON	RRX				299								
		<b>548</b>	<b>1,241</b>	<b>3,311</b>	<b>364</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		5,464				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 104343 US 322 over CSX (Bridge)

LIMITS I-95 Interchange to PA 452 Interchange

Est Let Date: 2/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8A

Replacement of the bridge carrying SR 322 over CSX and Bethel Road as well as improvements to the Bethel Road Interchange.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	185	2,122												
UTL	185	1,160												
CON	NHPP	5,404												
CON	TOLL													
CON	TOLL													
CON	STP		2,404											
CON	NHPP			3,000										
CON	NHPP			12,090										
CON	STP			2,830										
CON	TOLL													
CON	STU			1,656										
CON	TOLL													
CON	STU				8,473									
CON	NHPP				9,759									
		8,686	2,404	19,576	18,232	0	0	0	0	0	0	0	0	
		Total FY2021-2024		48,898		Total FY2025-2028				0	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 104879** *Cheyney Road Bridge Replacement*

**LIMITS** No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** **FC:** AQ Code:S19  
**PLAN CENTER:** **IPD:**  
**PROJECT MANAGER:** Plans/S. Hasan **CMP:** Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Cheyney Road over a branch of the Chester Creek in Thornbury Township, Delaware County. The existing bridge, built in 1931, is a one-span reinforced concrete slab structure with a span length of 10 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing structure will be replaced, and guiderail, traffic signs, and delineators will be installed as required.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	80											
FD	185	106											
ROW	STP	64											
ROW	185	16											
UTL	STP	34											
UTL	185	8											
CON	185					597							
		<b>308</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>597</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		<b>308</b>				<b>597</b>				<b>0</b>			

**MPMS# 107642** *Smithbridge Road Corridor*

**LIMITS** Smithbridge Road in Concord Township No Let Date  
**IMPROVEMENT** Intersection/Interchange Improvements **NHPP:**  
**MUNICIPALITIES:** Concord Township **FC:** AQ Code:2025M  
**PLAN CENTER:** **IPD:**  
**PROJECT MANAGER:** EE/DVRPC/J. Natale **CMP:** Minor SOV Capacity CMP Subcorridor(s): 8A

Construction of 8 ft. multi-use trail along Smithbridge Rd. connecting residential neighborhoods and Garnet Valley School District campuses. Project includes intersection improvements at district campuses. A roundabout will be installed at Smithbridge Rd. and Temple Rd.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	HSIP	49											
CON	CAQ	1,843											
		<b>1,892</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		<b>1,892</b>				<b>0</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 108910** *I-95 Noise Abatement*

**LIMITS** Highland Avenue to Ridley Creek (I-95 Corridor)

Est Let Date: 12/15/2027

**IMPROVEMENT** Other

**NHPP:**

MRPID:230

**MUNICIPALITIES:** Chester City; Chester Township

**FC:**

AQ Code:X6

**PLAN CENTER:**

IPD: 26

**PROJECT MANAGER:** Gannett/M. McGuire

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4D

This project is located along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County and involves the evaluation of potential noise abatement locations. The preliminary phase will include modeling to assess noise reduction benefits to residential areas, and coordination with the municipalities and residents to arrive at a list of priority recommendations for implementation. The selection of locations to receive noise abatement will be based on areas that will realize noise level reductions, benefit the most residents, and can be constructed within funding availability. Preliminary design and environmental evaluations will be completed for the selected locations.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	1,167											
ROW	STU				623								
ROW	581				155								
UTL	581				779								
CON	581							7,460					
CON	581								6,094				
		1,167	0	0	1,557	0	0	7,460	6,094	0	0	0	0
		Total FY2021-2024			2,724	Total FY2025-2028			13,554	Total FY2029-2032			0

**MPMS# 110951** *Macdade Blvd. Corridor Safety Improvements*

**LIMITS** Fairview to Ashland

Est Let Date: 3/26/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Glenolden Borough; Ridley Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 6A

Road diet from Woodcrest Rd. to Grays Ave.; left turn lanes at Milmont, Swarthmore, Amosland, & Holmes; right turn lanes at Fairview, Morton, Monta Vista, Kedron, & South; modify left turn phases from Fairview to Ashland; modernize signals along corridor with interconnect & fiber optic.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	2,000											
CON	TOLL												
CON	sHSIP		796										
		2,000	796	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			2,796	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 110965** *Marshall Road Corridor Safety Improvements*

**LIMITS** Plumstead Ave. to Cobbs Creek Pkwy.

Est Let Date: 3/26/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Darby Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8F

Road diet from Sherbrook Boulevard to Long Lane & Hampden Road to Powell Lane; left turn lanes at 5 intersections; right turn lanes at 3 intersections; modification of left turn phases at 6 intersections; increase pavement friction within road diet limits; modernize signals along corridor including interconnect and fiber optic.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	2,000											
CON	TOLL												
CON	sHSIP		947										
		<b>2,000</b>	<b>947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>2,947</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 111021** *Bethel Road Roundabout*

**LIMITS** Bethel Road (SR 3017) & Mill Road (SR 3014)

Est Let Date: 8/6/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Chichester Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8A

Roundabout installation at Bethel Road (SR 3017) & Mill Road (SR 3014)

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	352											
UTL	TOLL												
UTL	sHSIP	46											
CON	TOLL												
CON	sHSIP	900											
CON	TOLL												
CON	sHSIP		263										
		<b>1,298</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>1,561</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111022 Chichester Avenue Corridor Safety Improvements**

**LIMITS** Laughead Ave. to Bethel/Thornton Rd.

Est Let Date: 3/26/2020

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Chichester Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8A

Chichester Avenue Corridor Safety Improvements include (1) the intersection of Bethel Road/Thornton Road – convert pedestal mounted signal to mast arm to improve visibility and (2) the intersections of Pleasant Ave./I-95 Ramp C and Johnson Ave./I-95 Ramp A/B – improve multimodal safety, using the Intersection Control Evaluation process, by converting the two-way stop controlled intersections to roundabouts pending the concurrence from the township.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032			
FD	TOLL															
FD	sHSIP	36														
CON	TOLL															
CON	sHSIP	849														
		<b>885</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2021-2024</b>			<b>885</b>				<b>Total FY2025-2028</b>				<b>0</b>			
									<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 111167 Lansdowne Avenue Corridor Safety Improvements**

**LIMITS** Lansdowne Avenue from Marshall Road to West Chester Pike

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township; Lansdowne Borough; Upper Darby Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10B, 10C

Safety improvements include the implementation of a Road Diet, Signal Phasing Modifications, Dynamic Signal Warning Flashers, and Advance Dilemma Zone Warning Protection System.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032			
FD	HSIP	314														
CON	HSIP	1,461														
CON	HSIP		1,461													
		<b>1,775</b>	<b>1,461</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2021-2024</b>			<b>3,236</b>				<b>Total FY2025-2028</b>				<b>0</b>			
									<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111486** *Octoraro Trail Construction - Phase 1*

**LIMITS** State Route 202 to Temple Road

Est Let Date: 9/17/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Concord Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

Funding for this project will pay for the construction of Phase 1A of the multi-use Octoraro Trail in Concord Township from State Route 202 to Temple Road in Concord Township

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP	663												
CON	TAP		500											
		663	500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			1,163		<b>Total FY2025-2028</b>				0			
											<b>Total FY2029-2032</b>			
											0			

**MPMS# 111487** *Walkable Chadds Ford*

**LIMITS** US 1 to Village of Chadds Ford at S Creek Rd & Station Way Rd/N Creek Rd

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Chadds Ford Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5A

Funding is for the development of a multi-use trail extending from the Township Municipal Complex on the south side of U.S. Route 1 to the Village of Chadds Ford at South Creek Road and Station Way Road/North Creek Road (using SRTS funding) in Chadds Ford Township.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP			1,000										
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			1,000		<b>Total FY2025-2028</b>				0			
											<b>Total FY2029-2032</b>			
											0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111488**     *Media Borough Ridge Road Stormwater Improvements*

**LIMITS**

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Media Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 2C, 5C, 5D

This project will install three Best Management practices (BMP) Green Infrastructure projects and enhance existing conveyance pipes to reduce flooding in north Media, making streets and sidewalks safer and improving the local water quality.

The project will take place in the north tip of Media Borough, from the intersection of N. Providence Road (SR 252) and Ridge Road, west on Ridge Road to N. Olive Street, and south on Olive to Eighth Street.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	400											
		400	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		400				0				0			

**MPMS# 111762**     *PA 3: Ellis to St Albans*

**LIMITS** Between College Avenue and Newtown Square SC Driveway

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

**MUNICIPALITIES:** Newtown Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 10C

West Chester Pike (PA 3) will be widened to add an additional through travel lane from the Newtown Square Shopping Center signalized driveway for a shopping center to College Ave. (Eastbound) and to Ellis Ave. (Westbound). Approximately 0.7 mile widening in each direction.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	e581	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		2,000				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 113251** *Highland Avenue Railroad Preemption*

**LIMITS** State Route 291 and Highland Avenue

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Chester City

**FC:**

AQ Code:S1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project will install a preemption system between the traffic signal at PA 291 and Highland Avenue in the City of Chester. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX				200								
		0	0	0	200	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>					<b>200</b>	<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 114034** *US 322: Chelsea Parkway to Market St. Interchange (Section 103)*

**New-B**

**LIMITS** Chelsea Parkway to Market St. Interchange

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:50

**MUNICIPALITIES:**

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

This project involves widening and improving SR 322 to a four lane typical section with a median from Chelsea Parkway to the Market Street Interchange in Upper Chichester Township. The existing two lane section of SR 322 will be widened to four lanes with exclusive left turn lanes to accommodate left turns at the Cherry Tree Road / SR 3016 intersection. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four lane section from Cherry Tree Road to the Market Street interchange will be improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements made to Market Street.

- The total estimated cost for this project section is \$80,000,000.
- To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.
- The anticipated let date is February 2022
- The anticipated completion date is October 31, 2026.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185							7,867					
CON	581								7,289				
CON	185								23,466				
CON	185									32,664			
CON	581										17,247		
CON	185										12,808		
		0	0	0	0	0	0	7,867	30,755	32,664	30,055	0	0
<b>Total FY2021-2024</b>					<b>0</b>	<b>Total FY2025-2028</b>		<b>38,622</b>		<b>Total FY2029-2032</b>			<b>62,719</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115426** *Haverford Road Corridor Safety Improvements*

**New**

**LIMITS** Landover Road to County Line Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

- Road Diet of Haverford Road from Landover Road (SR 1001) to Karakung Road/Winchester Road
- Addition of two-way left-turn lane from Landover Road (SR 1001) to Karakung Road/Winchester Road
- Addition of exclusive left-turn lane(s) on Haverford Road (SR 1001) at the following intersections:
  - o Landover Road (2 LTLs)
  - o Buck Lane (2 LTLs)
  - o Hathaway Lane (1 LTL)
  - o Loraine Street (1 LTL)
  - o Eagle Road (2 LTLs)
- Modification of left turn signal phasing at the following intersections:
  - o Landover Road (2 approaches)
  - o Buck Lane (2 approaches)
  - o College Avenue (2 approaches)
  - o Ardmore Avenue (1 approach)
  - o Eagle Road (2 approaches)
  - o Karakung Road (1 approach)
- Installation of dynamic signal warning flashers at the following intersections:
  - o Buck Lane (1 approach)
  - o College Avenue (1 approach)
  - o Ardmore Avenue (1 approach)
  - o Eagle Road (1 approach)
- Installation of actuated advance warning dilemma zone protection system for Haverford Road (SR 1001) at the following intersections:
  - o Landover Road
  - o Buck Lane
  - o College Avenue
  - o Ardmore Avenue
  - o Hathaway Lane
  - o Loraine Street
  - o Eagle Road
  - o Karakung Road

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	HSIP	187												
FD	HSIP	93												
CON	HSIP			1,866										
		280	0	1,866	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>2,146</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 115427 *Lansdowne Avenue Corridor Safety Improvements*

New

LIMITS Darby Borough Line to Marshall Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lansdowne Borough

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5E

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers at signalized intersections
- Installation of additional lighting at the following intersections:
  - o Mercy Fitzgerald Hospital
  - o Baily Road
  - o Providence Road
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Essex Avenue
  - o Plumstead Avenue
  - o Marshall Road
- Coordination of arterial signals at the following intersections:
  - o Mercy Fitzgerald Hospital
  - o Baily Road
  - o Providence Road
  - o Baltimore Avenue
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Essex Avenue
  - o Plumstead Avenue
  - o Marshall Road
- Installation of mast arms for each approach at the following intersections:
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Marshall Road
- Installation of raised crosswalks at Stewart Avenue
- Installation of high visibility crosswalk and rapid flashing beacon at Lansdowne Theater

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP		218										
FD	HSIP			132									
CON	HSIP				1,000								
CON	HSIP					1,026							
		0	218	132	1,000	1,026	0	0	0	0	0	0	0
		Total FY2021-2024			1,350	Total FY2025-2028			1,026	Total FY2029-2032			0

Total For Delaware	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$44,155	\$37,610	\$58,584	\$98,074	\$238,423	\$143,031	\$154,083

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 3/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	STP	47													
ROW	183	9													
ROW	LOC	3													
UTL	STP	52													
UTL	183	10													
UTL	LOC	3													
CON	STP	1,697													
CON	183	318													
CON	LOC	106													
		<b>2,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>		<b>2,245</b>		<b>Total FY2025-2028</b>			<b>0</b>		<b>Total FY2029-2032</b>			<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16214 PA 611, Old York Road Over SEPTAWest Trenton Line (Bridge) SR:0611**

**LIMITS** Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 8/20/2020

**IMPROVEMENT** Bridge Repair/Replacement

NHPP: Y

**MUNICIPALITIES:** Abington Township

FC: 14

AQ Code:S19

**PLAN CENTER:**

IPD: 20

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. 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 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	4,243											
CON	185	1,060											
CON	NHPP		4,243										
CON	185		1,060										
		<b>5,303</b>	<b>5,303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>10,606</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 16239 New Hanover Square Road Bridge (Bridge)**

**LIMITS** Between New Road and Swamp Creek

Est Let Date: 6/18/2020

**IMPROVEMENT** Bridge Repair/Replacement

NHPP:

**MUNICIPALITIES:** New Hanover Township

FC: 7

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. This poor condition bridge is a 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	139											
UTL	STP	55											
UTL	185	14											
CON	185	955											
CON	185		3,819										
		<b>1,163</b>	<b>3,819</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>4,982</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

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

LIMITS Greenwood Avenue to Rice's Mill Road

Est Let Date: 5/21/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14E

This project involves the addition of turn lanes at the PA 73 intersections with Greenwood Avenue and at Rices Mill Road. 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 into final design.

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032								
ROW	TOLL																				
ROW	CAQ	1,827																			
UTL	TOLL																				
UTL	CAQ		262																		
CON	TOLL																				
CON	CAQ			6,556																	
		1,827	6,818	0	0	0	0	0	0	0	0	0	0								
		Total FY2021-2024		8,645		Total FY2025-2028				0				Total FY2029-2032				0			

# DVRPC FY2021-2024 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: 6/15/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing structure that is comprised of a stone masonry viaduct with two, 3-span stone masonry arch spans and 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and related flood plain. The bridge is currently closed to traffic.

The final alternative for bridge rehabilitation or replacement will be determined upon federal National Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	BOF	558													
FD	183	105													
FD	LOC	35													
ROW	BOF	62													
ROW	183	13													
ROW	LOC	3													
UTL	BOF					72									
UTL	183					13									
UTL	LOC					5									
CON	BOF					5,731									
CON	183					1,075									
CON	LOC					358									
		776	0	0	0	7,254	0	0	0	0	0	0	0		
		Total FY2021-2024			776	Total FY2025-2028				7,254	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 16438 PA 309, Connector Project - Phase I SR:1058**

**LIMITS** Allentown Road to PA 63/Sumneytown Pike

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:57

**MUNICIPALITIES:** Franconia Township; Lower Salford Township; Towamencin Townshi

**FC:** 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD:

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

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 2A, 11A, 14C

Final Design funding in this project is for Phase 2 of the PA 309 Connector Project: Allentown Road to Souderton Pike (HT2) - MPMS #77211 and Phase 3 Souderton Pike to PA 309 - MPMS #105803. This is for record keeping and the original timing of MPMS #16438 has not changed, as the physical work was completed in late 2012. See MPMS #77211 for description of project.

The overall effort is to provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase 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, make a physical connection to PA 309, and is listed under MPMS #105803.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION, \$0 available. DEMO PA ID #206 - \$4,59,394, \$0 available.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	2,000											
FD	581	500											
FD	NHPP		2,000										
FD	581		500										
		<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>5,000</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS** Harmon Road to Crescent Avenue

Est Let Date: 4/22/2022

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

MRPID:163

**MUNICIPALITIES:** Springfield Township; Whitmarsh Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 15B

This project involves full-depth reconstruction of the roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. East of Crescent Avenue, Montgomery County will be reconstructing and widening Ridge Pike as a separate County-funded project.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	LOC	2,016												
ROW	STU	1,613												
ROW	LOC	403												
UTL	STU	136												
UTL	LOC	34												
CON	STU		2,000											
CON	LOC		500											
CON	STU			2,568										
CON	LOC			642										
CON	STU				2,284									
CON	LOC				571									
CON	STU					7,500								
CON	LOC					1,875								
CON	STU						7,500							
CON	LOC						1,875							
		<b>4,202</b>	<b>2,500</b>	<b>3,210</b>	<b>2,855</b>	<b>9,375</b>	<b>9,375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>12,767</b>	<b>Total FY2025-2028</b>			<b>18,750</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 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

**NHPP:** Y

MRPID:21

**MUNICIPALITIES:** East Norriton Township; Norristown Borough

**FC:** 14

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 26

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), 106068 (Section 530) and Section 540, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	2,000											
ROW	NHPP				1,820								
ROW	581				455								
ROW	NHPP					1,820							
ROW	581					455							
UTL	NHPP			2,579									
UTL	581			645									
		<b>2,000</b>	<b>0</b>	<b>3,224</b>	<b>2,275</b>	<b>2,275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>7,499</b>	<b>Total FY2025-2028</b>			<b>2,275</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 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: 9/26/2019

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

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

**FC:**

AQ Code:A2

**PLAN CENTER:** Metropolitan Subcenter; Town Center

IPD: 23

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

**CMP:** Not SOV Capacity Adding

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

This project includes the development of a 3.5 mile extension through Upper Merion, Bridgeport, and Norristown of the current paved Chester Valley Trail connecting from Exton to King of Prussia. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery County to Bucks County. This project is part of the MontCo 2040 county comprehensive plan's proposed county-wide trail system.

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 the Chester Valley Trail (see MPMS #14663 and 14675) in Great Valley to the Schuylkill River Trail (SRT) in Norristown, and will connect residential communities with major employment, school, retail, and service centers throughout King of Prussia, Bridgeport, Norristown, Great Valley, and Exton. The Schuylkill River Trail in Montgomery County and Philadelphia is the region's highest-volume trail, and the Chester Valley Trail in Chester County is the region's second-highest volume multiuse trail. By uniting with the Schuylkill River Trail (SRT) in Norristown, the Chester Valley Trail extension will 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 Trails. The Circuit is a planned 800-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 Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) 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 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	CAQ*														
		2,000													
		2,000	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,000	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS over Pennypack Creek

Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	185		2,098											
CON	185			2,000										
		0	2,098	2,000	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			4,098	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 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: 8/20/2020

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	5,114											
CON	581	1,278											
CON	STU		2,000										
CON	581		500										
CON	STU			3,030									
CON	581			756									
CON	NHPP				1,210								
CON	STU				3,572								
CON	185				1,195								
CON	STU					6,794							
CON	STP					3,823							
CON	NHPP					11,403							
CON	185					5,505							
CON	STU					25,111							
CON	185					6,277							
		6,392	2,500	3,786	5,977	27,525	31,388	0	0	0	0	0	0
		Total FY2021-2024		18,655		Total FY2025-2028		58,913		Total FY2029-2032		0	

# DVRPC FY2021-2024 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: 10/28/2021

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

Replace poor condition, functionally obsolete, weight restricted (26 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185							7,654					
CON	185								11,665				
		0	0	0	0	0	0	7,654	11,665	0	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			19,319	Total FY2029-2032			0

# DVRPC FY2021-2024 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: 3/17/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Horsham Township; Upper Dublin Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	STP								7,989					
ROW	STU								2,589					
ROW	581								2,645					
CON	STP									5,730				
CON	581									1,432				
CON	STP										695			
CON	581										174			
CON	STP											5,035		
CON	581											1,258		
		0	0	0	0	0	0	0	13,223	7,162	869	6,293	0	
		Total FY2021-2024				0	Total FY2025-2028			13,223	Total FY2029-2032			14,324

# DVRPC FY2021-2024 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

Est Let Date: 2/27/2020

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:64

**MUNICIPALITIES:** Plymouth Township

**FC:** 14

AQ Code:2025M

**PLAN CENTER:** Suburban Center

IPD: 17

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

Ridge Pike is a Montgomery County owned principal arterial on the NHS. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane cross-section. Work includes full-depth pavement reconstruction and drainage replacement; upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. The overall project extends from the Pennsylvania Turnpike to Chemical Road. Two new bridges over the Turnpike and Norfolk Southern Railroad tracks are proposed under companion projects, MPMS #92839 and #110444, which will be let and constructed concurrently with MPMS #48175.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STP	1,600												
CON	LOC	400												
CON	STP		1,515											
CON	LOC		378											
CON	STP			1,200										
CON	LOC			300										
CON	STU				4,000									
CON	LOC				1,000									
		<b>2,000</b>	<b>1,893</b>	<b>1,500</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>10,393</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS** S Gulph to Queens Dr and Crooked Lane to PA320/I-76 Intersection

Est Let Date: 11/30/2023

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:54

**MUNICIPALITIES:** Upper Merion Township

**FC:** 14

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** EE/L. Link

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 1A, 9B

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to PA 320-I-76 East Ramp 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STP		472										
ROW	581		118										
UTL	TOLL												
UTL	STU				962								
CON	581					1,713							
CON	581						2,782						
CON	581							1,155					
CON	581									12,627			
		0	590	0	962	0	1,713	2,782	1,155	12,627	0	0	0
		Total FY2021-2024			1,552	Total FY2025-2028			5,650	Total FY2029-2032			12,627

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

**LIMITS** Over abandoned Reading Railroad Tracks

Est Let Date: 1/30/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Pennsburg Borough

**FC:** 14

AQ Code:S2

**PLAN CENTER:** Rural Center

IPD: 14

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 14G

A narrow bridge over former railroad tracks constrains traffic and restricts sight distance on Route 29 (Gravel Pike) in Pennsburg Borough between 10th and 11th Streets. The bridge would be removed and Route 29 would be connected with the adjacent wider road sections. A pedestrian underpass for the future Perkiomen Trail extension is planned. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185		105										
CON	185		2,000										
CON	185		2,278										
		2,105	2,278	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			4,383	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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: 12/12/2019

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:56

**MUNICIPALITIES:** East Norriton Township; Norristown Borough; Whitpain Township

**FC:** 14

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

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

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TOLL														
CON	NHPP*	4,000													
CON	TOLL														
CON	NHPP*		11,000												
CON	TOLL														
CON	STU*			1,000											
CON	TOLL														
CON	NHPP*				4,000										
		<b>4,000</b>	<b>11,000</b>	<b>1,000</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>20,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>



# DVRPC FY2021-2024 TIP for PA

## 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: 9/12/2019

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:56

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

AQ Code:2035M

**PLAN CENTER:** Suburban Center

IPD: 18

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

**CMP:** Major SOV Capacity

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

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. 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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP*	4,827												
CON	STU*	477												
CON	NHPP*		5,139											
CON	STU*			2,148										
CON	STU*				747									
		<b>5,304</b>	<b>5,139</b>	<b>2,148</b>	<b>747</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>13,338</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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: 9/12/2019

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**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

This project involves modifications to the intersection of PA 309 (Bethlehem Pike) with PA 463 (Horsham Road/Cowpath Road) and Business US 202 (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 through lanes on both PA 463 approaches and the PA 309 southbound approach, and the retiming of the existing eight (8) phase traffic signal. Other improvements will include modifying the existing drainage system by installing Stormwater Management basins, implementing Best Management Practices facilities for erosion and sediment pollution control, replacing the existing traffic signal structures, adjusting several existing driveways to accommodate additional lanes, upgrading the signing and pavement markings, and adding sidewalks and ADA complaint curb ramps.

The existing intersection has fifteen (15) lanes approaching the intersection, and the proposed work has eighteen (18) lanes approaching including widening away from the intersection to accommodate lane drops and driveway improvements. The added lanes are on PA 463 eastbound and westbound and PA 309 southbound. There are no improvements on Doylestown Road other than tying in PA 463 westbound to accommodate vehicles turning right to travel northbound on Business US 202. Sidewalks and ADA complaint curb ramps will be added throughout the project.

Work along PA 309 will extend approximately 1,838 feet north of the intersection and 1,181 feet south of the intersection; work along PA 463 will extend 1,439 feet east of the intersection, and 1,336 feet west of the intersection, work along Business US 202 will extend 854 feet north of the intersection.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	NHPP	8,487												
		8,487	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			8,487	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## 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: 2/15/2021

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:120

**MUNICIPALITIES:** Lower Merion Township

**FC:** 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 17

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

Widen Belmont Avenue to provide additional lanes, from two to four 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.

The estimated construction funding (\$30 Million) is located in the Long-range Plan which begins in FY33.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	STU		3,876											
ROW	581		818											
ROW	LOC		272											
CON	STU													
CON	581													
		0	4,966	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			4,966		Total FY2025-2028			0		Total FY2029-2032		0

**MPMS# 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412**

**LIMITS** Over Amtrak/SEPTA Paoli

Est Let Date: 9/30/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Narberth Borough

**FC:**

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STP		2,200											
CON	183		412											
CON	LOC		137											
CON	STP			2,200										
CON	183			412										
CON	LOC			137										
		0	2,749	2,749	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			5,498		Total FY2025-2028			0		Total FY2029-2032		0

# DVRPC FY2021-2024 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: 7/23/2020

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP: N

MRPID:96

**MUNICIPALITIES:** Upper Merion Township

FC: 16

AQ Code:R3

**PLAN CENTER:** Metropolitan Subcenter

IPD: 21

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	SXF	6,864												
CON	NHPP	6,941												
		<b>13,805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>13,805</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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: 9/29/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Whitmarsh Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 15

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves the rehabilitation or replacement of the existing bridge, constructed in 1884, is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection 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 the bridge will rehabilitation or replacement will be determined upon Federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	478											
FD	183	90											
FD	LOC	30											
ROW	STP	104											
ROW	183	19											
ROW	LOC	6											
CON	STP					3,248							
CON	183					609							
CON	LOC					203							
		<b>727</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		727				4,060				0			

**MPMS# 74813** Ambler Pedestrian Sidewalk Improvements

Return

**LIMITS** Orange Avenue/Highland Avenue/Southern Park Avenue

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Ambler Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 3

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14B

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STU		375										
		<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		375				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 74816** *Whitemarsh Street Imprv (TE)*

**LIMITS** Whitemarsh Township

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Whitemarsh Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 15B

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.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	1,200												
		1,200	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			1,200	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 74937** *Whitemarsh Township Street Improvements*

**LIMITS** Germantown Pike, Church Road to Joshua Road

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:** Y

**MUNICIPALITIES:** Whitemarsh Township

**FC:** 14

AQ Code:S6

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 15B

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STP	640												
		640	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			640	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS** Allentown Road to Souderton Pike

Est Let Date: 12/10/2020

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:57

**MUNICIPALITIES:** Hilltown Township; Franconia Township; Hatfield Township

**FC:** 12; 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 19

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

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 12B, 14C

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, make a physical connection to PA 309, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU		2,551											
CON	NHPP		1,442											
CON	581		998											
CON	NHPP			4,993										
CON	581			1,248										
CON	NHPP				2,993									
CON	581				748									
CON	NHPP					86								
CON	STU					5,244								
CON	581					1,332								
CON	STU						5,330							
CON	581						1,332							
CON	STU							5,330						
CON	581							1,332						
		0	4,991	6,241	3,741	6,662	6,662	6,662	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>14,973</b>	<b>Total FY2025-2028</b>			<b>19,986</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**Return**

**LIMITS** Main Street to Harding Boulevard

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

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

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	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	
CON	NHPP	2,400												
CON	581	600												
		<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>3,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 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: 6/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project is the rehabilitation of the Fetters Mill Road Bridge in Lower Moreland and Bryn Athyn Borough. The bridge was determined eligible for the inclusion in the National Register of Historic Places in 1999 with the Fetters Mill Historic District being added to the list in 2006. The bridge was closed to traffic in April 2017 and will remain closed until the completion of construction. Since the bridge is being rehabilitated, it was determined that the project will have a "No Adverse Effect" on the bridge and historic district.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF	1,188												
CON	183	222												
CON	LOC	74												
CON	BOF		1,188											
CON	183		222											
CON	LOC		74											
		1,484	1,484	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		2,968		Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 83742 *Keim Street Bridge Over Schuylkill River*

LIMITS Over Schuylkill River

Est Let Date: 8/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	STP	573												
FD	183	107												
FD	LOC	36												
ROW	STP	68												
ROW	183	12												
ROW	LOC	5												
UTL	STP	50												
UTL	183	9												
UTL	LOC	3												
CON	STP		1,662											
CON	183		312											
CON	LOC		104											
CON	STP			2,462										
CON	183			461										
CON	LOC			153										
CON	STU				1,862									
CON	183				349									
CON	LOC				116									
CON	STU					8,000								
CON	183					1,500								
CON	LOC					500								
		863	2,078	3,076	2,327	10,000	0	0	0	0	0	0	0	
		Total FY2021-2024			8,344	Total FY2025-2028			10,000	Total FY2029-2032				0

# DVRPC FY2021-2024 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: 3/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Douglass Township

**FC:** 19

AQ Code:S19

**PLAN CENTER:**

IPD: 12

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

**CMP:** Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF	678											
CON	185	169											
CON	BOF		678										
CON	185		169										
CON	BOF			678									
CON	185			169									
		<b>847</b>	<b>847</b>	<b>847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>2,541</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 92807** *PA 73 - Skippack Pike Bridge Replacement*

**LIMITS** over the Skippack Creek

Est Let Date: 7/15/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Skippack Township

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	332											
UTL	185	332											
CON	NHPP		3,934										
CON	185		983										
		<b>664</b>	<b>4,917</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>5,581</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 92839** Ridge Pike over Norfolk Southern RR bridge (CB: #257)

**LIMITS** PA Turnpike to Carland Road

Est Let Date: 2/27/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Plymouth Township

**FC:**

AQ Code:S19

**PLAN CENTER:** Suburban Center

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project will replace and widen county bridge #257 carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Belvoir Road and Carland Road. The existing bridge over the railroad is poor condition. This is a companion project to MPMS #48175 and #110444.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU	3,399												
CON	183	637												
CON	LOC	212												
CON	STU		3,399											
CON	183		637											
CON	LOC		212											
CON	STU			3,399										
CON	183			637										
CON	LOC			212										
		<b>4,248</b>	<b>4,248</b>	<b>4,248</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>12,744</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 98037** Niantic Road over Perkiomen Creek (Bridge)

**LIMITS**

Est Let Date: 4/23/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Douglass Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 12

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

This project will include the removal and replacement of an existing poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	185	159												
ROW	185	85												
UTL	185		23											
CON	185		1,550											
		<b>244</b>	<b>1,573</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,817</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 98225 *Butler Pike over Prophecy Creek (Bridge)*

LIMITS over Prophecy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project is the replacement of the existing two-span concrete slab bridge with a weight restricted of 15-tons. The bridge will be replaced with a precast reinforced concrete box culvert bridge with minimal approach roadway work. During construction, one lane of traffic in each direction will be maintained to allow traffic to be uninterrupted.

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102273 Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing**

**New-B**

**LIMITS** PA 29 to Ridge/Germantown Pike

Est Let Date: 11/3/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:160

**MUNICIPALITIES:** Collegetown Borough; Lower Providence Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 9A, 11A

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegetown are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegetown/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	2,000											
ROW	581		2,241										
ROW	581			1,165									
ROW	581					3,594							
UTL	TOLL												
UTL	STU			700									
CON	STP						550						
CON	TOLL												
CON	CAQ						6,450						
CON	STU												
CON	185												
		<b>2,000</b>	<b>2,241</b>	<b>1,865</b>	<b>0</b>	<b>3,594</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>6,106</b>	<b>Total FY2025-2028</b>			<b>10,594</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 103372 Waverly Road over Tacony Creek (County Bridge #275)

LIMITS Waverly Road over Tacony Creek

Est Let Date: 10/1/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is poor condition and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	TOLL														
FD	sSTP	300													
ROW	TOLL														
ROW	sSTP	25													
UTL	TOLL														
UTL	sSTP	25													
CON	TOLL														
CON	sSTP		1,300												
		350	1,300	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,650	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 105803 PA 309 Connector: Souderton Pike to PA 309 (HT3)

LIMITS Souderton Pike to PA 309

Est Let Date: 12/12/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:57

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 14C

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 Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581			6,407									
ROW	581				123								
ROW	581					6,852							
ROW	581						6,627						
ROW	581							250					
UTL	STU									4,086			
UTL	581									1,021			
CON	NHPP									101			
CON	STU									7,212			
CON	581									1,828			
CON	STU										8,714		
CON	581										2,178		
CON	STU											111	
CON	581											27	
CON	STU												14,719
CON	581												3,680
		0	0	6,407	123	6,852	6,627	250	0	14,248	10,892	138	18,399
		Total FY2021-2024		6,530		Total FY2025-2028		13,729		Total FY2029-2032		43,677	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 106068** *Barbadoes Street Connector Road*

**LIMITS** Between Lafayette Street and Washington Street

Est Let Date: 12/10/2020

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:55

**MUNICIPALITIES:** Norristown Borough

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 23

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 8E

Provide a new extension of Barbadoes Street between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts at the intersection of Water Street and Main Street. Project is a breakout from MPMS# 80021, SR 3020 Sec 510, Markley Street South.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	293											
CON	TOLL												
CON	TOLL												
CON	STU		4,626										
CON	NHPP		1,000										
CON	TOLL												
CON	STU			932									
CON	TOLL												
CON	STU				45								
		293	5,626	932	45	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>6,896</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 106326** *Union Street Grade X-ing*

**LIMITS** Between Penn St and Maple Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Hatfield Borough

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD: 19

**PROJECT MANAGER:** MAL/ M. Lang

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 12B, 14C

Installation of upgraded railroad warning devices along Union Street between Penn Avenue and Maple Avenue in Hatfield Borough.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX*	20											
		20	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>20</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 107180** *Powerline Trail Connection - Phase 1 (TAP)*

**LIMITS** US 202 Parkway Trail with the Township Building and Community and Recreation

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Montgomery Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 18

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

**CMP:** Not SOV Capacity Adding

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

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAU	850												
		850	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			850	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 107996** *Abington Township Trail (TAP)*

**LIMITS** Abington Township

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Abington Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 14E

This project will fund construction of on- and off-road bicycle facilities providing connections to SEPTA's Ardsley and Crestmont train stations, as well as multiple parks throughout the northern section of the Township. These facilities will be the first phase of a larger vision for Abington Township, detailed in the Township of Abington Master Bicycle Plan.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$450,000 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP	450												
		450	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			450	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 108006** *Limerick Township Trails (TAP)*

**LIMITS** Limerick Township

Est Let Date: 3/12/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Limerick Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project will construct an off-road trail extending the Township trail network, leveraging grants from the DCNR and DCED. The Township will need to secure an easement from PECO to complete the trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$970,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			500	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 108008** *Tookany Creek Trail Phase 3 (TAP)*

**LIMITS** Harrison Ave. to New Second Street

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Cheltenham Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 16

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will fund construction of a bridge for pedestrians and bicyclists over the Tookany Creek, providing a crucial link to allow Cheltenham Township to complete the planned third phase of the Tookany Creek Trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			700	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110313 *Belmont Avenue Bridge over Schuylkill River*

LIMITS Belmont Avenue/Green Lane over Schuylkill River

Est Let Date: 9/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STU	1,357												
PE	183	254												
PE	LOC	84												
FD	STU		1,224											
FD	183		229											
FD	LOC		76											
UTL	STU			450										
UTL	183			84										
UTL	LOC			28										
CON	STU									13,004				
CON	581									1,136				
CON	183									1,302				
CON	LOC									812				
		1,695	1,529	562	0	0	0	0	0	16,254	0	0	0	
		Total FY2021-2024			3,786	Total FY2025-2028				0	Total FY2029-2032			16,254

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

**MPMS# 110315** *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

**LIMITS** Philmont Avenue/Tomlinson Road/Pine Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:176

**MUNICIPALITIES:** Lower Moreland Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** Gannett/A. Harper

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 12A

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581	450												
FD	581			675										
ROW	STU			540										
ROW	581			135										
UTL	STP									2,688				
UTL	581									672				
CON	STU									6,720				
		450	0	1,350	0	0	0	0	0	10,080	0	0	0	
		Total FY2021-2024			1,800	Total FY2025-2028				0	Total FY2029-2032			10,080

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110444 Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges

LIMITS School Lane to Belvoir Road

Est Let Date: 5/9/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A

This project is the combined replacement of Montgomery County Bridge #0 and PA Turnpike Bridge DB-116. County Bridge #0 carries Ridge Pike over Norfolk Southern and is 200 feet east of PA Turnpike Bridge DB-116, which carries Ridge Pike over the I-276/Pa Turnpike. Both structures flank the Eastbound On and Eastbound Off Ramps of the future Lafayette Street Interchange, and are in poor condition. This is a companion project to MPMS #48175 and #92839.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	STU	604													
FD	185	579													
FD	183	114													
FD	LOC	616													
ROW	183	2,318													
ROW	LOC	2,318													
UTL	183		307												
UTL	LOC		307												
CON	STU		3,286												
CON	183		616												
CON	TPK		7,500												
CON	LOC		205												
CON	STU			3,286											
CON	183			616											
CON	TPK			7,500											
CON	LOC			205											
		6,549	12,221	11,607	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			30,377	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 110762** *Perkiomenville Road over Sciota Creek Bridge Replacement*

**LIMITS** No Let Date  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** **FC:** **AQ Code:**S19  
**PLAN CENTER:** **IPD:**  
**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	106											
FD	185	159											
ROW	185	106											
UTL	STU	17											
UTL	185	4											
CON	185					2,398							
		<b>392</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,398</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		392				2,398				0			

**MPMS# 110961** *Old Skippack Rd. Roundabout*

**LIMITS** Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018) **Est Let Date:** 4/9/2020  
**IMPROVEMENT** Intersection/Interchange Improvements **NHPP:**  
**MUNICIPALITIES:** Upper Salford Township **FC:** **AQ Code:**2025M  
**PLAN CENTER:** **IPD:**  
**PROJECT MANAGER:** HNTB/N. Velaga **CMP:** Minor SOV Capacity

Roundabout installation at Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	220											
UTL	TOLL												
UTL	sHSIP	26											
CON	TOLL												
CON	sHSIP	300											
CON	TOLL												
CON	sHSIP		363										
		<b>546</b>	<b>363</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
		909				0				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 110971** *Main Street Safety Improvements*

**LIMITS** Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

Est Let Date: 3/11/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** West Norriton Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

Widen for two-way left turn lanes from Egypt Rd. to Airy Street; left turn lanes at 5 intersections; modify left turn signal phasing along corridor; relocate roadside fixed objects along corridor; convert pedestal signal to mast arm at Egypt/Main/Jefferson; increase all-red interval at Egypt/Main/Jefferson.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	TOLL													
ROW	sHSIP	68												
UTL	TOLL													
UTL	sHSIP	34												
CON	TOLL													
CON	sHSIP	492												
CON	TOLL													
CON	sHSIP		4,282											
		594	4,282	0	0	0	0	0	0	0	0	0	0	
<b>Total FY2021-2024</b>		<b>4,876</b>			<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

**MPMS# 111005** *Conshohocken Garage (I-76 ICM)*

**LIMITS** Conshohocken Train Station

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

MRPID:132

**MUNICIPALITIES:** Conshohocken Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 11

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2B, 3C

This project will provide flex funds to be transferred to SEPTA for a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage \$22,000,000 of SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS # 106662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	CAQ			8,000										
		0	0	8,000	0	0	0	0	0	0	0	0	0	
<b>Total FY2021-2024</b>		<b>8,000</b>			<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111129 Cannon Ave. Grade Xing**

**LIMITS** Cannon Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lansdale Borough

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 12B, 14D

This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX			10									
CON	RRX				300								
		0	0	10	300	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>310</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 111490 Whitpain Twp. Trail Network - Core Connector III**

**LIMITS** Union Meeting Road between Jolly Road and Township Line Road

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Whitpain Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 2A, 2B

Funding will be used for the construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	642											
		642	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>642</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111491** *Corinthian Trail*

**LIMITS** Vicinity of Crooked Billet Elementary

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Hatboro Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

Funding is for the construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TAP			740											
		0	0	740	0	0	0	0	0	0	0	0	0		
<b>Total FY2021-2024</b>		740			<b>Total FY2025-2028</b>				0				<b>Total FY2029-2032</b>		0

**MPMS# 111492** *Limekiln Pike Multimodal Safety Initiatives*

**LIMITS** Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Upper Dublin Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 14C

Funding for this project will be used to install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TAP			750											
		0	0	750	0	0	0	0	0	0	0	0	0		
<b>Total FY2021-2024</b>		750			<b>Total FY2025-2028</b>				0				<b>Total FY2029-2032</b>		0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111493** Lower Salford Sidewalk for SR 113 and Park Ave

**LIMITS** Lower Salford

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Lower Salford Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 11A

This project will install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			505									
		0	0	505	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>505</b>				<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 111494** Kriebel Road Trail

**LIMITS** Trumbauer Rd to Valley View Way

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Towamencin Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 2A

This project involves the construction of approximately 4,000 linear ft. of a new 10' wide pedestrian/bicycle trail from Trumbauer Rd to Valley View Way along the Towamencin Creek.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	446											
CON	TAP		400										
		446	400	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>846</b>				<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111495** *Main Street Pedestrian Improvements*

**LIMITS** PA 29 in Schwenksville

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Schwenksville Borough

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

Funding will be used to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			682									
		0	0	682	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>682</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 112232** *I-76 Slope Repair Westbound*

**LIMITS**

Est Let Date: 1/30/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3C

This project involves the construction of permanent slope repairs along I-76 Westbound near mile post 335.3 in Lower Merion Township, Montgomery County. Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces have evaluated and performed temporary repairs, but the slope has continued to erode and fail over time. This has placed the I-76 travel lanes at risk of destabilization and failure. A more permanent solution will be required to avoid the possible closure of the roadway for repair in the event of a major slope failure. The causes of the slope failures may include water, erosion, and/or a loss of vegetative support. A site reconnaissance and investigation will be performed to assist with designing remedial measures, which may include excavation and replacement with rip rap, excavation and stabilization with soil nails, and other measures.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	53											
UTL	581	106											
CON	581	2,228											
		2,387	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>2,387</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 112233 I-76 Rock Slope Stabilization Eastbound**

**LIMITS** Between Milemarkers 333.9 & 334.1

Est Let Date: 1/30/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3C

This project involves the construction of permanent rock slope stabilization along I-76 Eastbound near mile posts 333.9 and 334.1 in Lower Merion Township, Montgomery County. Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes, which has required rock slope maintenance from County maintenance forces. These repairs have been a temporary solution in reaction to the falling debris. A more permanent solution is now required to address the situation to avoid the possible closure of the roadway in the event of a large rockfall. This rock slope contains medium to large rock blocks (up to approximately 5 feet x 5 feet x 5 feet) with about a 4 foot overhang adjacent to the roadway. There is little to no rockfall catchment area. There have been frequent rockfalls in the area, and the overhanging blocks are at considerable risk of falling. The causes of the rock slope failure may include freeze-thaw cycles, vegetation root jacking, and stress relief from the original construction of the roadway. A detailed site reconnaissance will be performed to assist with designing remedial measures, which may involve tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains and other items.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	80											
UTL	581	53											
CON	581	1,061											
CON	581		1,273										
		1,194	1,273	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>2,467</b>		<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 114270 Wynnewood Road Road Diet**

**New**

**LIMITS** County Line Road (SR 1005) to Lancaster Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

- Conversion of an undivided four-lane road to three lanes and a two-way left turn lane (i.e., a "Road Diet")
- Also eliminates one conflicting through movement for left turns
- Also increases offset to fixed objects along roadway
- Also adds dedicated left turn lanes to existing signalized and unsignalized intersections
- Install retroreflective signing and pavement markings
- Improve signal coordination

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	HSIP	140											
CON	HSIP	1,358											
		1,498	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>1,498</b>		<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 114944 *Bethlehem Pike Safety Improvements*

New

LIMITS Sunnybrook Road to Paper Mill Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14B, 15B

Proposed improvements on Bethlehem Pike from Sunnybrook Road to Paper Mill Road include:

- 1) Converting partial limits of Bethlehem Pike from an undivided four-lane section to a three-lane section including a two-way-left-turn lane
- 2) Modify left-turn signal phasing (Change left-turn phase from at least one permissive approach to flashing yellow arrow (FYA))
- 3) Coordinate arterial signal
- 4) Add pedestrian countdown timers
- 5) Add retroreflective backplates to improve signal visibility

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	TOLL														
PE	sHSIP		267												
FD	TOLL														
FD	sHSIP		114												
CON	TOLL														
CON	sHSIP		1,497												
		0	1,878	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,878	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 114948 *Lancaster Avenue and Remington Road Intersection Improvements*

New

LIMITS Lancaster Ave and Remington Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

The scope of this project entails safety countermeasures which include:

- 1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes.
- 2) Install pedestrian countdown timers
- 3) Add signal (additional primary head) on the mast arms along Remington Road.
- 4) Provide ADA ramps
- 5) Upgrade existing mast arms

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	TOLL												
PE	sHSIP		130										
FD	TOLL												
FD	sHSIP		90										
ROW	TOLL												
ROW	sHSIP		100										
UTL	TOLL												
UTL	sHSIP		50										
CON	TOLL												
CON	sHSIP		1,202										
		0	1,572	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,572		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 115428** *Sumneytown Pike Intersections Safety Improvements*

**New**

**LIMITS** Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skipack Rd

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Salford Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

The proposed scope of this project include:

- Install Exclusive Left-Turn Lanes at:
  - Barndt Road (2 LTLs)
  - Ridge Road/Skipack Road (2 LTLs)
- Remove Skew Angle of Ridge Road at Sumneytown Pike
- Install intersection lighting at Barndt Road and Ridge Road

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP		271										
FD	HSIP				180								
ROW	HSIP						128						
UTL	HSIP						620						
CON	HSIP						1,886						
		0	271	0	180	0	2,634	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			451	<b>Total FY2025-2028</b>			2,634	<b>Total FY2029-2032</b>			0

**MPMS# 115429** *Belmont Avenue and St. Asaphs Road Roundabout*

**New**

**LIMITS** Belmont Avenue (SR 3045) and St Asaphs Road intersection

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F

This project will implement a roundabout at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township, Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	510											
FD	HSIP			220									
ROW	HSIP					427							
UTL	HSIP					41							
CON	HSIP					1,000							
CON	HSIP						1,119						
		510	0	220	0	1,468	1,119	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			730	<b>Total FY2025-2028</b>			2,587	<b>Total FY2029-2032</b>			0

Total For Montgomery	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$100,092	\$107,622	\$67,659	\$28,532	\$303,905	\$191,372	\$96,962



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 12824 2019 Philadelphia ADA Ramps

LIMITS City of Philadelphia

Est Let Date: 1/30/2020

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve the ADA facilities along several main roadways in the City of Philadelphia including Henry Avenue, Stenton Avenue, Godfrey Avenue, Clarissa Street, Wayne Avenue, Bethlehem Pike, Mount Airy Avenue, Easton Road, Wadsworth Avenue, Girard Avenue, Cheltenham Avenue, Princeton Avenue, Willits Road, Spring Garden Street, Whitby Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TOLL														
CON	STU	1,000													
CON	TOLL														
CON	STU		1,426												
CON	TOLL														
CON	STU			4,000											
CON	STU				1,000										
		1,000	1,426	4,000	1,000	0	0	0	0	0	0	0	0		
		Total FY2021-2024			7,426	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 12886 ADA Ramps 2020 Philadelphia

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including Route 1, Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road & Roosevelt Boulevard, Bustleton Avenue & Bridge Street, Philmont Avenue, Richmond Street & Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street. A total of 565 ramps have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	1,713												
CON	TOLL													
CON	STU		2,713											
CON	TOLL													
CON	STU			3,000										
CON	TOLL													
CON	STU				1,655									
CON	TOLL													
CON	STU					2,058								
		1,713	2,713	3,000	1,655	2,058	0	0	0	0	0	0	0	
		Total FY2021-2024			9,081	Total FY2025-2028				2,058	Total FY2029-2032			0

MPMS# 17409 Coulter St/SEPTA \*B2 (Bridge)

LIMITS

Est Let Date: 6/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	185	1,008												
CON	185	1,961												
		2,969	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			2,969	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 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: 8/20/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Lower Merion Township; Philadelphia City

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD: 20

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail line on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP	7,214												
CON	185	1,804												
		<b>9,018</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>9,018</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 17697**      *Island Avenue Signal Upgrade SR:3013*

**LIMITS** Woodland Avenue to Bartram Avenue

Est Let Date: 4/23/2020

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:** 14

AQ Code:2025M

**PLAN CENTER:** Metropolitan Subcenter

IPD: 24

**PROJECT MANAGER:** PWB/V. Fleysh

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

Upgrade and interconnect 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	CAQ	7,761												
CON	CAQ		7,761											
		<b>7,761</b>	<b>7,761</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>15,522</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## 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/

Actl Let Date: 5/4/2017

**IMPROVEMENT** Bridge Repair/Replacement

NHPP: Y

**MUNICIPALITIES:** Philadelphia City

FC: 14

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 20

**PROJECT MANAGER:** George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

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) poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	1,000											
ROW	185		1,500										
		1,000	1,500	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		2,500		<b>Total FY2025-2028</b>			0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 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: 6/18/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project is the complete reconstruction of a five 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 single span steel girder bridge founded atop new reinforced concrete 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU			3,601										
CON	183			675										
CON	LOC			225										
CON	STU				1,086									
CON	BOF				2,515									
CON	183				675									
CON	LOC				225									
CON	STU					3,887								
CON	BOF					3,316								
CON	183					1,350								
CON	LOC					450								
		0	0	4,501	4,501	9,003	0	0	0	0	0	0	0	
		Total FY2021-2024		9,002		Total FY2025-2028			9,003		Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 57902 City Wide 3R Betterments Line Item

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

See MPMS#105488 for CW105 package  
 See MPMS#108092 for CW107 package  
 See MPMS#108095 for CW108 package  
 See MPMS#108097 for CW109 package  
 See MPMS #108098 (CW ADA 2)  
 See MPMS #112500 (CW110)  
 See MPMS #112527 (CW ADA 3)

		TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032			
CON	STU															
CON	LOC															
CON	STU															
CON	STU															
CON	LOC															
CON	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2021-2024				0	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69828**      **Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

**LIMITS** Over Schuylkill River and CSX Railroad

Est Let Date: 3/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:245

**MUNICIPALITIES:** Center City Philadelphia; West Philadelphia

**FC:** 14

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 14

**PROJECT MANAGER:** AECOM/D. Didier

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3A, 7A, 10A

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River, the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and 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 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 bridge is poor condition due to severe rust in the substructure and spalling in the superstructure.

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. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	2,122											
CON	STU	7,702											
CON	185	1,925											
CON	STU		3,125										
CON	185		781										
CON	STU			2,545									
CON	185			635									
CON	STP				9,000								
CON	185				2,250								
CON	STU					9,919							
CON	STP					9,457							
CON	185					4,844							
CON	NHPP						3,280						
CON	STU						21,856						
CON	185						2,245						
CON	581						4,038						
CON	STU							12,976					
CON	STP							11,087					
CON	185							6,015					
		<b>11,749</b>	<b>3,906</b>	<b>3,180</b>	<b>11,250</b>	<b>24,220</b>	<b>31,419</b>	<b>30,078</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>30,085</b>		<b>Total FY2025-2028</b>	<b>85,717</b>			<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 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: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and 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	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>		
ROW	185	300													
UTL	185						381								
CON	185						4,160								
		300	0	0	0	0	4,541	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			300	<b>Total FY2025-2028</b>				4,541	<b>Total FY2029-2032</b>				0



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS Delaware Avenue to Oregon Avenue

Est Let Date: 1/27/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage and stormwater improvements (including GSI where appropriate), street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU	912											
FD	LOC	228											
ROW	STP	3,523											
ROW	LOC	880											
ROW	STP		3,523										
ROW	LOC		880										
CON	STP			4,216									
CON	STU			1,782									
CON	LOC			1,499									
CON	STU				2,616								
CON	LOC				654								
CON	STU					5,000							
CON	LOC					1,250							
		5,543	4,403	7,497	3,270	6,250	0	0	0	0	0	0	0
		Total FY2021-2024		20,713		Total FY2025-2028		6,250		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 72597** *Benjamin Franklin Bridge Safety Improvements*

**LIMITS** Benjamin Franklin Bridge No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements **NHPP:** Y

**MUNICIPALITIES:** Philadelphia City **FC:** AQ Code:S19

**PLAN CENTER:** Metropolitan Center IPD: 13

**PROJECT MANAGER:** HNTB/N. Velaga **CMP:** Minor SOV Capacity CMP Subcorridor(s): 3A, 10A, 15A

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	TOLL													
FD	STP	435												
FD	STP		435											
FD	TOLL													
ROW	581		31											
UTL	185					32								
CON	TOLL													
CON	STP												5,958	
		<b>435</b>	<b>466</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,958</b>	
		<b>Total FY2021-2024</b>			<b>901</b>	<b>Total FY2025-2028</b>				<b>32</b>	<b>Total FY2029-2032</b>			<b>5,958</b>

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

**LIMITS** City-wide Actl Let Date: 11/1/2018

**IMPROVEMENT** Bicycle/Pedestrian Improvement **NHPP:**

**MUNICIPALITIES:** Philadelphia City **FC:** AQ Code:S6

**PLAN CENTER:** IPD:

**PROJECT MANAGER:** PWB/V. Fleysh **CMP:** Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city.

Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475. Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	SXF*	2,564												
CON	LOC	473												
		<b>3,037</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>3,037</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 75804 *University Av/CSX Rail (Bridge)*

LIMITS Between Grays Ferry Avenue and the University Ave bridge over the Schuylkill R

Est Let Date: 7/9/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STU	57											
ROW	185	14											
UTL	185	72											
CON	185	689											
CON	185	2,758											
CON	185		2,758										
CON	185		689										
		3,590	3,447	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		7,037		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 78757**      **JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)**

**LIMITS** Between Market Street and 30th Street at 32nd Street over SEPTA double track

Est Let Date: 3/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

NHPP: Y

**MUNICIPALITIES:** Philadelphia City

FC:

AQ Code:S19

**PLAN CENTER:** Metropolitan Center

IPD: 15

**PROJECT MANAGER:** AECOM/D. Didier

**CMP:** Not SOV Capacity Adding

Rehabilitation of the poor condition; 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	185	424												
UTL	185		265											
UTL	185			1,335										
CON	NHPP	5,912												
CON	581	97												
CON	185	1,478												
CON	NHPP		5,912											
CON	185		1,478											
CON	NHPP			5,912										
CON	185			1,478										
		<b>7,911</b>	<b>7,655</b>	<b>8,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>24,291</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:** Philadelphia City

**FC:** 11; 14; 16

AQ Code:2025M

**PLAN CENTER:**

IPD: 21

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

CMP Subcorridor(s): 4B

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			500	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 79830 North Delaware Riverfront Greenway Project, Sec 1 (TAP)

LIMITS City of Philadelphia

Est Let Date: 10/24/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

The project is a 12' wide multi-use trail extending the completed K&T Trail Phase 1 (MPMS 61712) at Magee Avenue and continuing along the Delaware River to the Tacony Boat Launch at Princeton Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$1,000,000 out of the \$9.4 million awarded to the region.

PA ID: PA242, PA251, PA262, PA615.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	LOC	672													
CON	TAP	500													
CON	SXF	2,000													
CON	LOC	437													
CON	TAP		500												
		3,609	500	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			4,109	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 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

Est Let Date: 3/26/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 21

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

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 4B

The City of Philadelphia Parks and Recreation and Riverfront North Partnership (formerly known as 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 remains of the original \$546,425 from 2003 Appropriations Bill.

-PA ID #262 - \$183,994 remains of the original \$750,000 from 2004 Appropriations Bill.

-PA ID# 464 - \$0 remains of the original \$8,000,000 from SAFETEA DEMO #2649.

-PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	
CON	STU	2,796												
CON	SXF	832												
CON	LOC	907												
		<b>4,535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>	<b>4,535</b>			<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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

Est Let Date: 10/22/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:** 14

AQ Code:S6

**PLAN CENTER:**

IPD: 18

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

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. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP	800												
CON	TOLL													
CON	HSIP	2,258												
CON	TOLL													
CON	HSIP		3,046											
		<b>3,058</b>	<b>3,046</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>6,104</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 81292** *Frankford Av/Frankford Ck (Bridge)*

**LIMITS** Between Torresdale Avenue and Castor Avenue

Est Let Date: 6/24/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:** 16

AQ Code:S19

**PLAN CENTER:**

IPD: 28

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	127											
UTL	185	1,552											
CON	STP			3,104									
CON	185			776									
CON	STP				481								
CON	185				121								
CON	STU					1,493							
CON	STP					1,130							
CON	185					655							
		<b>1,679</b>	<b>0</b>	<b>3,880</b>	<b>602</b>	<b>3,278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>6,161</b>	<b>Total FY2025-2028</b>			<b>3,278</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 83736** *Roosevelt Blvd over Wayne Junction (WAV) (Bridge)*

**LIMITS** Over Wayne Junction

Actl Let Date: 10/18/2018

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:102

**MUNICIPALITIES:** Philadelphia City

**FC:** 12

AQ Code:S19

**PLAN CENTER:**

IPD: 21

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 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 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. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU*	865											
CON	NHPP*	4,591											
CON	NHPP*		8,135										
CON	NHPP*			5,000									
		<b>5,456</b>	<b>8,135</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>18,591</b>	<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 87784**      **Aramingo/Harbison: Church Street to Amtrak (Section BS3)**

**LIMITS** Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:**

**FC:** 14

AQ Code:S10

**PLAN CENTER:**

IPD:

**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 reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. 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 \$2.7 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.

The estimated construction funding (\$41 Million) is located in the Long-range Plan which begins in FY33.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP			1,013									
ROW	581			113									
UTL	NHPP					5,373							
UTL	581					597							
CON	NHPP												
CON	185												

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

	0	0	1,126	0	5,970	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>			<b>1,126</b>		<b>Total FY2025-2028</b>		<b>5,970</b>		<b>Total FY2029-2032</b>		<b>0</b>	

**MPMS# 88085** *Byberry Road Bridge Replacement*

**LIMITS** Byberry Road over CSX Rail Line

Est Let Date: 5/21/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:S19

**PLAN CENTER:** Suburban Center

IPD: 26

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STU	100											
ROW	185	25											
CON	185	1,277											
CON	185		2,277										
CON	185			3,277									
CON	185				6,000								
		<b>1,402</b>	<b>2,277</b>	<b>3,277</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>12,956</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**LIMITS** I-76, I-95, and I-676 in Philadelphia

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD: 25

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

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 3A, 4B, 4C

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	2,713											
CON	TOLL												
CON	TOLL												
CON	NHPP		2,712										
CON	TOLL												
CON	NHPP			2,712									
CON	NHPP				2,713								
CON	TOLL												
CON	TOLL												
CON	STU					950							
CON	STU						950						
CON	TOLL												
CON	STU							145					
CON	TOLL												
CON	STP							805					
CON	STU								950				
CON	TOLL												
		2,713	2,712	2,712	2,713	950	950	950	950	0	0	0	0
		Total FY2021-2024		10,850		Total FY2025-2028			3,800	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 92147 *Broad St over Loading Dock (Bridge)*

LIMITS North of Callohill Road to Noble Street on Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

SD bridge breakout project from MPMS #88706.  
Broad Street o/ Reading RR  
Bridge Replacement  
City of Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP*	145											
CON	TOLL												
CON	STU*	1,453											
CON	STU*		7,402										
CON	TOLL												
CON	TOLL												
CON	STU*			2,000									
CON	TOLL												
CON	STU*				1,000								
		1,598	7,402	2,000	1,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		12,000		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 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: 6/15/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:**

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 26

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street; ) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032				
FD	STP	1,188															
FD	185	297															
ROW	STP		617														
ROW	185		154														
UTL	STP		761														
UTL	185		190														
CON	STP					7,281											
CON	185					1,820											
		<b>1,485</b>	<b>1,722</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2021-2024</b>		<b>3,207</b>		<b>Total FY2025-2028</b>				<b>9,101</b>				<b>Total FY2029-2032</b>		<b>0</b>	

**MPMS# 92809** *Roosevelt Blvd Exit (Bridge)*

**LIMITS** Roosevelt Boulevard exit at PA 611/Broad Street

Est Let Date: 12/8/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD: 0

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032				
ROW	NHPP	48															
ROW	185	12															
UTL	NHPP	239															
UTL	185	60															
CON	NHPP	3,395															
CON	185	849															
		<b>4,603</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2021-2024</b>		<b>4,603</b>		<b>Total FY2025-2028</b>				<b>0</b>				<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more 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:

- 22nd St - Clearfield to College.
- 22nd St - Mifflin to Federal.
- 48th St - Wyalusing to Fairmount.
- 57th St - Lansdowne to Baltimore.
- 70th St - Essington to Greenway.
- Adams Ave - Rising Sun Plaza to Whitaker.
- Buist Ave - 73rd to 61st.
- Castor Ave - Comley to St. Vincent.
- Cecil B Moore Ave - 32nd to 8th.
- Cedar Ave - 52nd to Cobbs Creek.
- Cheltenham Ave - Ivy Hill to Pittville.
- Chester Ave - 47th to 57th.
- Christian St - Grays Ferry to 15th.
- Diamond St - 31st to 5th.
- Elmwood Ave - 73rd to 57th.
- Front St - Berks to York.
- Johnston - Chew to Lincoln.
- Kingsessing Ave - 46th to 65th.
- Monument Ave - Ford to Target.
- Moyamensing Ave - Federal to Mifflin.
- Oxford Ave - Frankford to Sanger.
- Rhawn St - Revere to Cresco.
- Springfield Ave - 47th to 60th.
- Summerdale Ave - Pratt to Oxford.
- Washington Ln - Morton to Limekiln.
- Wayne Ave - Windrim to Walnut.

Additional corridors may be added as funding allows and as new priorities are identified.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032			
PRA	CAQ	1,000														
		0	1,000	0	0	0	0	0	0	0	0	0	0			
		Total FY2021-2024			1,000				Total FY2025-2028				0			
						Total FY2029-2032				0						

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS 59th Street over AMTRAK

Est Let Date: 4/28/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

This project is a bridge replacement of 59th Street over AMTRAK in the City of Philadelphia.

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	800											
FD	LOC	200											
UTL	183				2,828								
UTL	LOC				707								
UTL	183					2,828							
UTL	LOC					707							
CON	STP										11,843		
CON	STU										12,520		
CON	183										4,568		
CON	LOC										1,523		
		1,000	0	0	3,535	3,535	0	0	0	0	30,454	0	0
		Total FY2021-2024			4,535	Total FY2025-2028			3,535	Total FY2029-2032			30,454



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 98230**      *Tabor Road over Tacony Creek (Bridge)*

**LIMITS** Tabor Road over Tacony Creek No Let Date

**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**

**MUNICIPALITIES:** Philadelphia City **FC:** AQ Code:S19

**PLAN CENTER:** IPD: 29

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

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	STP		437										
UTL	LOC		109										
CON	STU		3,496										
CON	183		655										
CON	LOC		218										
CON	STP			496									
CON	183			93									
CON	LOC			31									
CON	STP				3,000								
CON	183				562								
CON	LOC				187								
		0	4,915	620	3,749	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			<b>9,284</b>	<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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

Est Let Date: 2/15/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD: 20

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 5G, 15A

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP	897												
CON	TOLL													
CON	HSIP	2,551												
CON	TOLL													
CON	HSIP		2,551											
		<b>3,448</b>	<b>2,551</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>5,999</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 103563** I-95: Delaware Avenue Extension (BS5)

**LIMITS** N. Delaware Ave. Extension from Buckius St. to Tacony St.

Est Let Date: 10/20/2022

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:65

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP	3,819											
ROW	581	424											
ROW	NHPP		3,819										
ROW	581		424										
UTL	TOLL												
UTL	NHPP			2,628									
UTL	TOLL												
UTL	NHPP				3,000								
CON	NHPP						8,291						
CON	581						2,073						
CON	NHPP							10,914					
CON	581							2,728					
CON	NHPP								10,914				
CON	581								2,728				
CON	NHPP									10,914			
CON	581									2,728			
CON	NHPP											10,914	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

CON 581											2,728		
CON NHPP												13,537	
CON 581												3,383	
	4,243	4,243	2,628	3,000	0	10,364	13,642	13,642	13,642	13,642	13,642	13,642	16,920
	<b>Total FY2021-2024</b>		<b>14,114</b>		<b>Total FY2025-2028</b>		<b>37,648</b>		<b>Total FY2029-2032</b>		<b>57,846</b>		

**MPMS# 105290 Ben Franklin Bridge Eastbound Operational Improvements**

**LIMITS** Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

NHPP: Y

**MUNICIPALITIES:** Philadelphia City

FC:

AQ Code:2035M

**PLAN CENTER:** Metropolitan Center

IPD: 13

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

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STP	347											
PE	581	86											
PE	STP		347										
PE	581		86										
FD	STU			783									
FD	581			196									
ROW	TOLL												
ROW	STP				35								
CON	581												6,511
		<b>433</b>	<b>433</b>	<b>979</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,511</b>
		<b>Total FY2021-2024</b>		<b>1,880</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>6,511</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS City of Philadelphia

Est Let Date: 1/15/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

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.
- Bells Mill Road, Germantown Ave. to Stenton Ave

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU*	1,000												
CON	STU*		234											
CON	TOLL													
		<b>1,000</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,234</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

LIMITS I-676 Interchange to south of Washington Ave

Est Let Date: 6/10/2021

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$70 million local funds will be provided by the City of Philadelphia via bonding, and over \$20 million of private contributions will be made available for 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	NHPP	1,061											
CON	SPK-STP	4,500											
CON	NHPP	5,000											
CON	SPK-STP		3,000										
CON	SPK-STP		14,000										
CON	PRIV		20,000										
CON	PRIV		21,000										
CON	PRIV		4,000										
CON	LOC		60,000										
CON	STU			5,000									
CON	SPK-STP			20,000									
CON	CAQ				17,000								
CON	SPK-STP				20,000								
CON	STU				2,000								
CON	SPK-STP					10,000							
CON	STU					9,903							
CON	STP						3,936						
CON	STU						7,967						
CON	SPK-STP						10,000						
		10,561	122,000	25,000	39,000	19,903	21,903	0	0	0	0	0	0
		Total FY2021-2024		196,561		Total FY2025-2028		41,806		Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 106708 I-95 Planning Assistance

LIMITS I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	NHPP	80													
PRA	581	20													
PRA	NHPP		80												
PRA	581		20												
PRA	NHPP			80											
PRA	581			20											
PRA	NHPP				80										
PRA	581				20										
		100	100	100	100	0	0	0	0	0	0	0	0		
		Total FY2021-2024			400	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 106993** *Frankford Ave Signal Improvements*

**LIMITS** Girard Avenue to Knights Road

Est Let Date: 6/18/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 28

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B

The project will implement the PennDOT 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	1,000											
CON	TOLL												
CON	sHSIP		607										
		1,000	607	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>1,607</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 107183** *Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)*

**LIMITS** Stephen Girard Elementary School and Southwark School

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 26

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6C

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU	950											
		950	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>950</b>		<b>Total FY2025-2028</b>				<b>0</b>			
						<b>0</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 107198**    **Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)**

**LIMITS** High priority bicycle corridors throughout the City

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 25

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

**CMP:** Not SOV Capacity Adding

This project will fund construction of bicycle facility improvements throughout the City of Philadelphia (various locations). It proposes to convert over 15 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 18 high priority bicycle corridors spread throughout the City identified for potential improvements as part of this project. These may include the following, subject to change:

1. Parkside Avenue: 52nd - Girard
2. 11st Street: Bainbridge - Reed; Reed Street: 11th-10th
3. Civic Center Boulevard: Convention - Health Sciences Dr
4. 30th Street: Market - Chestnut
5. N 33rd Street: Girard - Oxford
6. South Street Bridge
7. N 34th Street: Bridge over Amtrak - Zoo Trail
8. 13th Street: South to Chestnut, Filbert to Buttonwood; 10th Street: Filbert to Chestnut, Sansom to Locust, Callowhill to Vine
9. Walnut Street: 23rd to 63rd
10. Passyunk Ave: 61st - Oregon; Oregon/Vare: Passyunk to 22nd
11. Rhawn: Rowland - Lexington; Rowland: Rhawn - Ryan
12. 22nd Street: Race - Spring Garden
13. 2nd Street: Spring Garden - Race
14. Florist Street: 2nd - 4th
15. Race Street: 5th - 2nd
16. 5th Street: Spring Garden - Callowhill, Race - Market; 6th Street: Spring Garden - Market; Arch Street: 5th - 6th
17. Grays Ferry Ave: Fed Ex Dr - Washington
18. Walnut Lane: Magdalena - Johnson

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$250,000 out of the \$9.4 million awarded to the region. This project also received \$300,000 of Regional TAP funds.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAU	300												
CON	TAP		250											
		300	250	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			550	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 107631 *Navy Yard Contra Flow Loop Shuttle*

LIMITS AT&T station and Navy Yard station Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP: Not SOV Capacity Adding

This project will increase shuttle service between the Navy Yard and AT&T Station to 11 minute headways by adding a second loop shuttle for service throughout the day.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL	416												
CON	CAQ													
		416	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			416	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS City of Philadelphia

Est Let Date: 10/20/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/VLFV. Fleysch

CMP: Not SOV Capacity Adding

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, 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. 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.

Streets included in this resurfacing package include:

- Minerva Street (G184) from Umbria Street to Shawmont Avenue
- Morris Street (G012) from Front Street to 34th Street
- Race Street (G010) from Benjamin Franklin Parkway to Broad Street
- Race Street (G010) from 6th Street to 2nd Street
- Red Lion Road (G164) from Verree Road to Roosevelt Boulevard
- Shawmont Avenue (G184) from Minerva Street to Ridge Avenue
- Tasker Street (G014) from Front Street to 34th Street
- Umbria Street (G184) from Leverington Avenue to Minerva Street
- Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STP	1,600												
CON	LOC	400												
CON	STU		1,627											
CON	LOC		406											
CON	STU			2,654										
CON	LOC			662										
CON	STU				3,000									
CON	LOC				750									
CON	STU					1,097								
CON	LOC					274								
CON	STU						903							
CON	LOC						225							
CON	STU							3,000						
CON	LOC							750						
		<b>2,000</b>	<b>2,033</b>	<b>3,316</b>	<b>3,750</b>	<b>1,371</b>	<b>1,128</b>	<b>3,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>11,099</b>	<b>Total FY2025-2028</b>			<b>6,249</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 108095**     *Citywide Resurfacing 108*

**LIMITS** City of Philadelphia

Est Let Date: 7/23/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD: 27

**PROJECT MANAGER:** PWB/VLFV. Fleysch

**CMP:** Not SOV Capacity Adding

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. 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. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

**Streets/Project Boundaries:**

- Presidential Boulevard (G140) from Neill Drive to City Avenue
- Neill Drive (G140) from Falls Road to Presidential Boulevard
- Falls Road (G140) from Martin Luther King Jr. Drive to Neill Drive
- Martin Luther King Jr. Drive (G079) from Falls Bridge to Benjamin Franklin Parkway
- Wister Street (G117) from Germantown Avenue to Belfield Avenue
- Main Street (G076/G114) from Leverington Avenue to Ridge Avenue
- Shurs Lane (G111) from Main Street to Ridge Avenue
- Domino Lane (G139) from Umbria Street to Valley Avenue
- Valley Avenue (G138) from Wigard Avenue to Henry Avenue
- Windrim Avenue (G083) from Wanye Avenue to Fisher Avenue
- Spruce Street (G066) from 63rd Street to South Street
- South Street (G018) from Conventions Avenue to 33rd Street
- 34th Street (G051) from Spruce Street to Walnut Street

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	800											
CON	LOC	200											
CON	STU		820										
CON	LOC		205										
CON	STP			1,600									
CON	LOC			400									
CON	STP				4,769								
CON	LOC				1,192								
CON	STU					3,471							
CON	LOC					867							
		<b>1,000</b>	<b>1,025</b>	<b>2,000</b>	<b>5,961</b>	<b>4,338</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>9,986</b>	<b>Total FY2025-2028</b>			<b>4,338</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS City of Philadelphia

Est Let Date: 11/5/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/VLFV. Fleysch

CMP: Not SOV Capacity Adding

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. 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 noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

38th Parallel Place (G307) from Dock Street to Spruce Street

Spruce Street (G008) from 38th Parallel Place to Christopher Columbus Boulevard

Front Street (G005) from Vine Street to Ellen Street

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU		2,272										
CON	LOC		568										
CON	STU			1,822									
CON	LOC			455									
CON	STU				2,272								
CON	LOC				568								
CON	STU					450							
CON	LOC					112							
		0	2,840	2,277	2,840	562	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			<b>7,957</b>	<b>Total FY2025-2028</b>			<b>562</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS City of Philadelphia

Est Let Date: 3/30/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLFV. Fleysch

CMP: Not SOV Capacity Adding

This project will include the design and construction of ADA ramps that were transitioned from other Federal Aid projects, including, but not limited to, Center City SE Quad Signals (MPMS #17655), Passyunk Ave Signals (MPMS #16987), 52nd St. Streetscape (MPMS #17829), Citywide Resurfacing 103 (MPMS #91837), and various streetscape projects; and as well as ramps located on Center City Philadelphia Federal Aid routes that were repaved with local funding. 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 warrants 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
FD	TOLL														
FD	STU	75													
CON	STP	2,214													
CON	LOC	553													
CON	STU		214												
CON	LOC		53												
CON	STU			2,000											
CON	LOC			500											
		2,842	267	2,500	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			5,609	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS Falls Road Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 5G, 15A

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	518											
FD	LOC	129											
FD	183		500										
FD	LOC		125										
UTL	183					48							
UTL	LOC					12							
CON	STP									6,875			
CON	STU									2,801			
CON	183									1,814			
CON	LOC									604			
CON	STP										9,676		
CON	183										1,814		
CON	LOC										604		
		647	625	0	0	60	0	0	0	12,094	12,094	0	0
		Total FY2021-2024		1,272		Total FY2025-2028			60	Total FY2029-2032		24,188	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS MLK Drive

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. Work will include complete bridge deck replacement, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single 5 ft. sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path. The bridge is currently posted for 33 tons with a sufficiency rating of 48. This work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	1,273											
FD	LOC	318											
UTL	183		44										
UTL	LOC		11										
CON	STU		1,600										
CON	183		300										
CON	LOC		100										
CON	STU			2,490									
CON	183			467									
CON	LOC			156									
CON	STU				3,200								
CON	183				600								
CON	LOC				200								
CON	STU					3,200							
CON	183					600							
CON	LOC					200							
		1,591	2,055	3,113	4,000	4,000	0	0	0	0	0	0	0
		Total FY2021-2024			10,759	Total FY2025-2028			4,000	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

LIMITS Market Street and Walnut Street

Est Let Date: 2/15/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	BOF	848											
PE	183	159											
PE	LOC	53											
PE	BOF		848										
PE	183		159										
PE	LOC		53										
FD	BOF		453										
FD	183		84										
FD	LOC		28										
FD	BOF			453									
FD	183			84									
FD	LOC			28									
UTL	BOF		44										
UTL	183		8										
UTL	LOC		2										
CON	BOF					5,951							
CON	183					1,115							
CON	LOC					371							
CON	BOF						5,951						
CON	183						1,115						
CON	LOC						371						
		1,060	1,679	565	0	0	7,437	7,437	0	0	0	0	0
		Total FY2021-2024		3,304		Total FY2025-2028		14,874		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110415** *Schuylkill Banks Christian to Crescent (TIGER)*

**LIMITS** Christian Street to 34th Street

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 19

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A

This section of the Schuylkill River Trail (SRT) will close a trail gap that exists between the Trail's current terminus at Christian Street to the beginning of the next Trail segment at 34th Street, known as the Grays Ferry Crescent. Sponsored by the Schuylkill River Development Corporation (SRDC) in collaboration with the City of Philadelphia, this trail section parallels approximately 3,000 feet of the riverfront and is titled Christian to Crescent by SRDC. The Schuylkill River Park Trail is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River.

This project is one of several phases of the Schuylkill River Trail (SRT) 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. The SRT is a regional trail that connects Valley Forge National Historical Park to Historic Bartram's Garden has been constructed in segments through a variety of fund sources and other MPMS #'s including 70220, 68067, 81584, and 90144 and allows users to access work, school, shops, medical facilities and other services throughout Philadelphia. Filling the gap in this regionally vital trail makes the entire system more valuable. It opens trips from rural and suburban areas that surround Philadelphia to cultural destinations, like Historic Bartram's Garden. It creates safer connections for students and employees who live in Center City and commute to the University of Pennsylvania's Pennovation Center in Grays Ferry or the University of the Sciences in Southwest Philadelphia. Likewise, it will allow commuters and residents from Southwest Philadelphia to be able to more easily access Center City. It will encourage more individuals to walk or commute by bicycle, which many commuters avoid if a significant portion of the route is likely to be shared with vehicles. This expands the user base of the trail system and reduces vehicle traffic on crowded streets and highways during peak traffic hours.

This project is part of the Circuit Trails. The Circuit is a planned 800-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 Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) 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 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

This project has been awarded \$12,000,000 in Federal TIGER 9 funding. \$1,000,000 provided by DCNR is listed as "Other" funding in FY19 (\$500,000) and FY20 (\$500,000)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TIGER	12,000												
CON	CAQ	1,650												
CON	OTH	3,227												
CON	OTH	8,099												
CON	LOC	16,695												
		<b>41,671</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>	<b>41,671</b>		<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110781** *Renewing Philadelphia's Historic Streets*

**LIMITS** Thomas Paine Place Philadelphia, PA

Est Let Date: 8/20/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

The project involves full restoration of and ADA improvements to Thomas Paine Place, a granite block paved street listed as part of the City's Historic Street Paving Thematic District and located in the Society Hill National Register District.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TAU	532													
CON	TAU		468												
		532	468	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,000		Total FY2025-2028				0		Total FY2029-2032		0

**MPMS# 110782** *Historic Shawmont Station*

**LIMITS** Shawmont Avenue, Philadelphia

Est Let Date: 8/6/2020

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:M8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TAU	1,000													
		1,000	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,000		Total FY2025-2028				0		Total FY2029-2032		0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110958** *Castor Avenue Roundabout*

**LIMITS** Castor Avneue (SR 1005) and Wyoming Avenue

Est Let Date: 2/27/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G

Roundabout installation at Castor Avneue (SR 1005) and Wyoming Avenue

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
UTL	TOLL													
UTL	sHSIP	46												
CON	TOLL													
CON	sHSIP		500											
CON	TOLL													
CON	sHSIP			262										
		46	500	262	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>808</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 111062** *University Avenue and I-76 Off Ramp Intersection Safety Improvements*

**LIMITS** University Avenue at Ramp EX 41 76E/Civic Cen

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Not SOV Capacity Adding

This project involves intersection improvements including re-aligning the ramp coming off I-76 EB, pedestrian improvements, and upgrades to mast arms.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	HSIP	2,162												
		2,162	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>2,162</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111194** *Castor Avenue Corridor Safety Improvements*

**LIMITS** Castor Ave from Comly to Rhawn Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	HSIP	195											
CON	HSIP	1,804											
		1,999	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		1,999				<b>Total FY2025-2028</b>				0			
										<b>Total FY2029-2032</b>			
										0			

**MPMS# 111496** *Franklin Square Pedestrian Access Project*

**LIMITS** Race Street: 6th St. - 8th St.

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		432										
		0	432	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		432				<b>Total FY2025-2028</b>				0			
										<b>Total FY2029-2032</b>			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111500** *Manayunk Canal Lower Locks Preservation Project*

**LIMITS** Manayunk Lower Locks (69 and 70)

Est Let Date: 8/20/2020

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		500										
CON	TAP			500									
		0	500	500	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>1,000</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 111501** *Broad & Locust Modified Urban Intersection*

**LIMITS**

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

This project involves the construction of a modified urban intersection at Broad and Locust Streets, replicating completed construction at Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety, and the aesthetics of the public realm.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>1,000</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111503** *North Broad Street - Vision Zero Priority Corridor*

**LIMITS** West Girard Avenue to Cecil B. Moore Avenue

Est Let Date: 8/6/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAU	300												
CON	TAP		350											
CON	TAP			350										
		300	350	350	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			1,000	Total FY2025-2028				0	Total FY2029-2032			0

**MPMS# 111505** *Mid-block Crossing in University City - Drexel University*

**LIMITS** 33rd and 32nd Streets

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP		500											
CON	TAP			500										
		0	500	500	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			1,000	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111506** *Blvd Pedestrian Safety & Direct Bus Improvements*

**LIMITS** Roosevelt Boulevard

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will construct six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP		500											
CON	TAP			500										
		0	500	500	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>1,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 111507** *Cramp Elementary School Traffic Safety Improvements*

**LIMITS** Philadelphia's Fairhill Neighborhood

Est Let Date: 8/20/2020

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP		400											
CON	TAP			595										
		0	400	595	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>995</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111508** *South Broad Street Sidepath, Phase 1*

**LIMITS** West side of South Broad Street, from Hartranft Street to the Navy Yard

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4C

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		500										
CON	TAP			497									
		0	500	497	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>997</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

**MPMS# 111509** *City Avenue Project - City Avenue Special Services District*

**LIMITS** 52nd Street to Lapsley Lane

Est Let Date: 8/20/2020

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township; Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

Funding will provide for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	987											
		987	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>987</b>				<b>Total FY2025-2028</b>				<b>0</b>			
						<b>Total FY2029-2032</b>				<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111510** *Frankford & Belgrade Improvements*

**LIMITS**

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project will fund improvements to the intersection of Frankford & Belgrade, including new traffic signals and pedestrian crosswalks, countdown timers, line striping, sidewalk repairs, and stormwater improvements.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP													
		300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			300	Total FY2025-2028				0	Total FY2029-2032			0

**MPMS# 111511** *Riverfront Gateway Sidewalk Project*

**LIMITS** I-95 from Callowhill Street to Oregon Avenue

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

Funding will go to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TAP													
		500												
			500											
		500	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			1,000	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111515 Cherokee Street Bridge over Valley Green Road**

**LIMITS** Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/1/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	sSTP	204												
FD	sSTP		136											
CON	sSTP			1,660										
		204	136	1,660	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>2,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 112500** *Citywide Resurfacing 110*

**New-B**

**LIMITS** City of Philadelphia

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/VLFV. Fleysch

**CMP:** Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

- North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)
- North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)
- North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)
- 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)
- 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)
- Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)
- Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)
- Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)
- North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)
- Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)
- Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)
- Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)
- G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)
- Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)
- Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)
- Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)
- Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)
- Powelton Avenue (G020) Market Street to 31st Street (Collector)
- Race Street (G010) from Broad Street to 8th Street (Minor Arterial)
- Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)
- Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)
- South Street (G018) 27th Street to Broad Street (Minor Arterial)
- Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)
- Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STP	255												
PE	LOC	64												
CON	STP												12,499	
CON	STU												34,949	
CON	LOC												11,748	
		<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59,196</b>	
		<b>Total FY2021-2024</b>				<b>319</b>				<b>Total FY2025-2028</b>				<b>0</b>
										<b>Total FY2029-2032</b>				<b>59,196</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 112527** *Citywide ADA Ramps 3*

**New-B**

**LIMITS** City of Philadelphia

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/VLFV. Fleysch

**CMP:** Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants 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 list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STP		490											
PE	LOC		122											
FD	STP			235										
FD	LOC			59										
CON	STP									4,301				
CON	LOC									1,075				
		0	612	294	0	0	0	0	0	5,376	0	0	0	
		<b>Total FY2021-2024</b>			906	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			5,376

**MPMS# 114942** *SR 0001 Roosevelt Blvd IHSDM Study*

**New**

**LIMITS** Roosevelt Blvd, Philadelphia

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Ashwin Patel

**CMP:** Not Yet Determined

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choose these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
STUD	sHSIP	950												
		950	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			950	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115430** *Broad Street Corridor Safety Improvements*

**New**

**LIMITS** Allegheny Avenue to the Roosevelt Boulevard

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	HSIP	234												
FD	HSIP		58											
UTL	HSIP			50										
CON	HSIP			734										
		<b>234</b>	<b>58</b>	<b>784</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,076</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 115431** *Verree Road Corridor Safety Improvements*

**New**

**LIMITS** Bloomfield Avenue to Red Lion Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 5H, 12A

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	HSIP	161												
FD	HSIP		184											
CON	HSIP			1,386										
		<b>161</b>	<b>184</b>	<b>1,386</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>1,731</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115433 *Welsh Road Corridor Safety Improvements*

New

LIMITS Alburger Avenue to Kismet Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP	199													
FD	HSIP		96												
UTL	HSIP		32												
CON	HSIP			1,963											
		199	128	1,963	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,290	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115434 Frankford Avenue Corridor Safety Improvements

New

LIMITS Oxford St to Convent Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:  
 Convert signals from pedestal-mounted to mast arm  
 Add pedestrian countdown timers  
 Install retroreflective backplates  
 Upgrade signal cabinets  
 Coordinate arterial signals at the following intersections:  
 Berks St  
 Norris St  
 Susquehanna Ave  
 Dauphin St  
 Cumberland St  
 Huntingdon St  
 Somerset St  
 Cambria St  
 Orleans St  
 Ann St  
 Westmoreland St  
 Venango St  
 Glenwood Ave  
 Pike St  
 Torresdale Ave  
 Convert minor road stop control to all-way stop control at Palmer St  
 Install curb extensions  
 Install ADA ramps  
 Install intersection lighting over crossings

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	368											
FD	HSIP			312									
CON	HSIP				3,126								
CON	HSIP					4,000							
		368	0	312	3,126	4,000	0	0	0	0	0	0	0
		Total FY2021-2024			3,806	Total FY2025-2028			4,000	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115435**     **63rd Street Corridor Safety Improvements**

**New**

**LIMITS** 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8” signal heads with 12” signal heads, installing retroreflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP		604												
FD	HSIP			313											
ROW	HSIP			83											
CON	HSIP				1,932										
CON	HSIP					3,500									
		0	604	396	1,932	3,500	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>2,932</b>	<b>Total FY2025-2028</b>				<b>3,500</b>	<b>Total FY2029-2032</b>				<b>0</b>

**MPMS# 115440**     **Washington Lane Corridor Safety Improvements**

**New**

**LIMITS** Stenton Ave to Cheltenham Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP	300													
FD	HSIP			352											
CON	HSIP				2,000										
CON	HSIP					1,920									
		300	0	352	2,000	1,920	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>2,652</b>	<b>Total FY2025-2028</b>				<b>1,920</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115442** *Vine Street Corridor Safety Improvements*

**New**

**LIMITS** 7th Street to Broad Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP	252													
FD	HSIP			108											
CON	HSIP					1,274									
		252	0	108	0	0	1,274	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			360	<b>Total FY2025-2028</b>				1,274	<b>Total FY2029-2032</b>				0

**MPMS# 115444** *Wyoming Avenue Corridor Safety Improvements*

**New**

**LIMITS** Roosevelt Boulevard to Whitaker Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	HSIP	216													
FD	HSIP		104												
CON	HSIP			2,527											
		216	104	2,527	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			2,847	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>				0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115445 *5th Street Corridor Safety Improvements*

New

LIMITS Spring Garden Street to Hunting Park Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
- Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	393											
FD	HSIP			262									
CON	HSIP				1,500								
CON	HSIP					2,639							
		393	0	262	1,500	2,639	0	0	0	0	0	0	0
		Total FY2021-2024			2,155	Total FY2025-2028			2,639	Total FY2029-2032			0

Total For Philadelphia

2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
\$172,848	\$212,904	\$105,244	\$106,519	\$597,515	\$256,155	\$189,529

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 12842**      **ADA Ramps 2020 Bucks and Montgomery Counties**

**LIMITS** Various Townships in Bucks and Montgomery Counties

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Fran Hanney

**CMP:** Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in Bensalem, Bristol, Falls Township, Morrisville, Lower Makefield, Lower Southampton, New Hope, and Northampton in Bucks County, and Abington, Horsham, Upper Dublin, and Upper Moreland in Montgomery County. These roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, Swamp Road, and Lincoln Highway. A total of 496 ramps in this project area have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	1,978												
CON	TOLL													
CON	STU		5,978											
		1,978	5,978	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			7,956	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 12885**      **ADA Ramps 2020 Chester and Montgomery Counties**

**LIMITS** Various Townships in Chester and Montgomery Counties

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Fran Hanney

**CMP:** Not SOV Capacity Adding

This project will improve ADA compliant curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Chester and Montgomery Counties, within the following municipalities: Atglen, Caln, Coatesville, Elverson, Downingtown, East Caln, East Nantmeal, North Coventry, Parkesburg, Phoenixville, Schuylkill, Upper Uwchlan, Uwchlan, West Nantmeal, and West Vincent in Chester County, and Souderton and Pottstown in Montgomery County. Signal upgrades may include new or relocated pedestrian pushbuttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk improvements may include grading, seeding, signage installation, pavement striping and roadway adjustments. These roadways include Main Street & Anderson Avenue, Starr Street & Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue & Hanover Street. A total of 252 ramps have been identified as having ADA barriers.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	2,031												
CON	TOLL													
CON	STU		2,000											
		2,031	2,000	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			4,031	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 16178**      **Construction Management Tasks**

**LIMITS**    Regionwide

No Let Date

**IMPROVEMENT**    Other

**NHPP:**

**MUNICIPALITIES:**    Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**    Keith Dawson

**CMP:**    Not SOV Capacity Adding

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

**Agreement Management Functions**

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

**Accrued Unbilled Costs (AUC) Resolution**

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents
- DBE and Trainee Tracking and Shortfall Resolution

**Project Startup Assistance**

- Provision of CM Support Services until project-specific work orders have been executed
- Attendance at Pre-Bid and Pre-Construction meetings
- Review of project plans, specifications, and schedule submissions
- Completion of Constructability Reviews

**PennDOT Project Collaboration Center (PPCC)**

- Management of project setups
- Delivery of user training and support
- Preservation of District 6 submittal types and workflows

**Curb Ramp Verification**

- Verification of the "as built" conditions of curb ramps
- Documentation of these conditions for conformance with ADA requirements
- Submission of electronic forms to PennDOT's Central Archive.

**Construction Documentation Services Support**

- Assistance with RTKL processes
- Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	581	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			300	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 17876**      *Road/Resurfacing/Rehabilitation*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	581							1,040						
		0	0	0	0	0	0	1,040	0	0	0	0	0	
		<b>Total FY2021-2024</b>			0	<b>Total FY2025-2028</b>				1,040	<b>Total FY2029-2032</b>			0

**MPMS# 17928**      *Air Quality Action Supplemental Services*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	CAQ	100												
PRA	LOC	25												
PRA	CAQ		100											
PRA	LOC		25											
		125	125	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			250	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 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# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
- 13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
- 14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
- 15) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
- 16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$3,800,000 (\$6,000,000 CMAQ/ \$2,200,000 Matching funds)
- 2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)
- 3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)
- 4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ
- 5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)
- 6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ
- 7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ
- 8) MPMS #114114 - Traffic Flow Improvements – Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)
- 9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)
- 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000
- 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)
- 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	CAQ	5,350												
CON	CAQ		9,333											
CON	CAQ			9,333										
CON	CAQ				9,334									
		<b>5,350</b>	<b>9,333</b>	<b>9,333</b>	<b>9,334</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>		<b>33,350</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

**MPMS# 48202      Regional GIS Support - DVRPC**

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STU	350												
PE	STU		350											
		<b>350</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>		<b>700</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 51095 *ITS Program Integrator*

**LIMITS**

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

NHPP:  
FC:

CMP: Minor SOV Capacity

No Let Date  
MRPID:236  
AQ Code:S7  
IPD:  
CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	STP	400													
PRA	581	100													
PRA	STP		400												
PRA	581		100												
PRA	STP			400											
PRA	581			100											
PRA	STP				400										
PRA	581				100										
		500	500	500	500	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,000	Total FY2025-2028				0	Total FY2029-2032				0

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927** *Regional Safety Initiatives (HSIP)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

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 - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP	1,133											
CON	HSIP		309										
CON	HSIP			69									
CON	HSIP				628								
CON	HSIP					787							
CON	HSIP						12,155						
CON	HSIP							17,955					
CON	HSIP								17,955				
CON	HSIP									17,955			
CON	HSIP										17,955		
CON	HSIP											17,955	
CON	HSIP												17,955
		<b>1,133</b>	<b>309</b>	<b>69</b>	<b>628</b>	<b>787</b>	<b>12,155</b>	<b>17,955</b>	<b>17,955</b>	<b>17,955</b>	<b>17,955</b>	<b>17,955</b>	<b>17,955</b>
		<b>Total FY2021-2024</b>			<b>2,139</b>	<b>Total FY2025-2028</b>			<b>48,852</b>	<b>Total FY2029-2032</b>			<b>71,820</b>

MPMS# 63406 *Retrofit for Bike Lanes and Shoulders*

LIMITS Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

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, Montgomery counties, and the City of Philadelphia.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	CAQ	300											
PE	CAQ		300										
		<b>300</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>600</b>	<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64652** *Transportation Community Development Initiative (TCDI)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X3

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)															
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032				
PE	STU		1,200														
PE	LOC		300														
		0	1,500	0	0	0	0	0	0	0	0	0	0				
		Total FY2021-2024		1,500		Total FY2025-2028				0				Total FY2029-2032		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64984** *Transportation Alternatives - Urban (TAU) Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X12

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

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 \$3,932,000 TAP funds annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2017 Round) of three years' worth of MPO funding occurred in fall of 2017, with final projects awarded in winter 2018. 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 TA Set-Aside program in Winter 2018:

- Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #110773 - \$995,000
- Bucks – Iron Work Creek Sidewalk – MPMS #110774 – \$894,000
- Chester – Kennett Area Safer Active Transportation Routes – MPMS #110775 - \$915,000
- Chester – Paoli Trail, Segment A – MPMS #110776 - \$483,000
- Delaware – Pennsy Trail – Phase II Improvements – MPMS #110777 - \$1,163,000
- Montgomery – Jenkintown to Pennypack Trail – MPMS #110778 - \$715,000
- Montgomery – Parkside Cynwyd Trail Extension – MPMS #110779 - \$534,000
- Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #110780 - \$300,000
- Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #110781 - \$1,000,000
- Philadelphia – Restoration of Historic Shawmont Station – MPMS #110782 - \$1,000,000

\$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

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 – Chetlens-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

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU		3,464										
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			
CON	TAU										3,932		
CON	TAU											3,931	
CON	TAU												3,931
		0	3,464	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,931	3,931
		Total FY2021-2024		11,328		Total FY2025-2028			15,728		Total FY2029-2032		15,726

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
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 FY2021-2024			68,332	Total FY2025-2028				68,332	Total FY2029-2032			68,332

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 66460** *TAP Project Engineering and Management - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X12

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STU	552												
PE	581	138												
PE	STU		552											
PE	581		138											
		690	690	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		1,380		Total FY2025-2028				0		Total FY2029-2032		0

**MPMS# 66461** *CMAQ Project Engineering and Management - DVRPC*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X5

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	CAQ	184												
PE	581	46												
PE	CAQ		184											
PE	581		46											
		230	230	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		460		Total FY2025-2028				0		Total FY2029-2032		0



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 72738** *Transportation Systems Management and Operations (TSMO)*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** James Mosca

**CMP:** Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

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

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	STU	444												
PRA	581	111												
PRA	STU		444											
PRA	581		111											
		555	555	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>		<b>1,110</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

**MPMS# 75854** *District Program Management Services "A"*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	581	1,500												
PRA	581		1,500											
PRA	581			500										
		1,500	1,500	500	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>		<b>3,500</b>		<b>Total FY2025-2028</b>				<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	581	1,500													
PRA	581		1,500												
PRA	581			500											
		1,500	1,500	500	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			3,500	Total FY2025-2028				0	Total FY2029-2032				0

MPMS# 79927 *Highway Reserve Line Item-STP*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	STP						267								
CON	STP									538					
		0	0	0	0	0	267	0	0	538	0	0	0		
		Total FY2021-2024			0	Total FY2025-2028				267	Total FY2029-2032				538

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 79929** *Bridge Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF		1,180										
CON	185												
CON	185												
CON	BOF												
CON	BOF					48							
CON	185					616							
CON	BOF								4,731				
CON	BOF									9,231			
CON	185									101			
CON	BOF										9,231		
CON	BOF											9,231	
CON	BOF												9,231
		0	1,180	0	0	664	0	0	4,731	9,332	9,231	9,231	9,231
		Total FY2021-2024			1,180	Total FY2025-2028			5,395	Total FY2029-2032			37,025

**MPMS# 79980** *STU Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU												
CON	STU												
CON	STU				928								
CON	STU							475					
		0	0	0	928	0	0	475	0	0	0	0	0
		Total FY2021-2024			928	Total FY2025-2028			475	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 82216**      *NHPP Reserve Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	581	24												
CON	581		7											
CON	581													
		24	7	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			31	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

**MPMS# 83743**      *ADA Ramps Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

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)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STP		2,000											
CON	581		500											
		0	2,500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			2,500	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 84318 CAQ Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ	3,236											
CON	CAQ		5,624										
CON	CAQ			16,698									
CON	CAQ				10,547								
CON	CAQ					36,881							
CON	CAQ						30,431						
CON	CAQ							36,881					
CON	CAQ								36,881				
CON	CAQ									36,881			
CON	CAQ										36,881		
CON	CAQ											36,881	
CON	CAQ												36,881
		3,236	5,624	16,698	10,547	36,881	30,431	36,881	36,881	36,881	36,881	36,881	36,881
		Total FY2021-2024			36,105	Total FY2025-2028			141,074	Total FY2029-2032			147,524

MPMS# 84457 Signal Retiming Program

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ	350											
PRA	CAQ			350									
		350	0	350	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			700	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 86077 Enhance and Maintain Travel Forecasting Tools - DVRPC

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>		
PRA	TOLL														
PRA	STU	454													
PRA	TOLL														
PRA	STU		454												
		454	454	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>908</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 92182** *Expressway Service Patrol - Suburban Counties (2022-2026)*

**LIMITS** I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S7

**PLAN CENTER:**

IPD: 1

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

**CMP:** Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	NHPP	912												
CON	STU	2,713												
CON	TOLL													
CON	NHPP		913											
CON	STU		2,712											
CON	TOLL													
CON	NHPP			913										
CON	STU			2,712										
CON	TOLL													
CON	NHPP				912									
CON	STU				2,713									
		<b>3,625</b>	<b>3,625</b>	<b>3,625</b>	<b>3,625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>14,500</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 95447** County Bridge Line Item

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:** Rural Center; Town Center

IPD: 29

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (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,

FD \$59,000, 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, PE \$300,000. FD \$375,000, ROW \$90,000, UTL \$50,000, 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 FD \$120,000, ROW \$31,000, 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, PE \$300,000, FD \$300,000. ROW \$75,000, 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, PE \$300,000, FD \$200,000, ROW \$40,000, 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, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, 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, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, 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,

PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, 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 FD \$350,000, 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 PE \$11,000, FD \$80,000, 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) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

Round 2 (summer 2016 selections):  
MPMS #s will be created once invoices are received by PennDOT.

#### Bucks County

- Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.
- Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.
- Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

#### Chester County

- State Street in Avondale - CB #289 (MPMS #14246), 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 #13981), 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 #86271), 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 Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.
- Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. 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 #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.
- Falls Road Bridge over Schuylkill River - (MPMS #108099), 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	183		6,992											
CON	LOC		1,748											
CON	183				2,054									
CON	LOC				513									
CON	183					5,280								
CON	LOC					1,320								
CON	183						11,130							
CON	LOC						2,782							
CON	183							7,845						
CON	LOC							1,961						
CON	183									4,763				
CON	LOC									1,190				
		0	8,740	0	2,567	6,600	13,912	9,806	0	5,953	0	0	0	
		Total FY2021-2024		11,307		Total FY2025-2028			30,318		Total FY2029-2032			5,953

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 97311**      *Transportation Community Development Initiative (TCDI) Administration*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	TOLL													
PRA	STU	120												
PRA	TOLL													
PRA	STU		120											
		120	120	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			240	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102105** *Municipal Bridge Line Item*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for 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.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) 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.

#### Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

#### Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

#### Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whippen Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

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 #6 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

#### 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 - COMPLETED;

(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 - COMPLETED;

(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574 - COMPLETED.

#### 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 - COMPLETED.

#### Montgomery County

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

- (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 - COMPLETED;
- (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 - COMPLETED;
- (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 - COMPLETED;
- (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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183		3,240										
CON	LOC		810										
CON	183			3,310									
CON	LOC			827									
CON	183				2,123								
CON	LOC				530								
CON	183					2,828							
CON	LOC					707							
		0	4,050	4,137	2,653	3,535	0	0	0	0	0	0	0
		Total FY2021-2024			10,840	Total FY2025-2028			3,535	Total FY2029-2032			0

**MPMS# 102106** *Poor Condition Bridge Line Item*

**LIMITS** Region Counties and City of Philadelphia

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

NHPP:

**MUNICIPALITIES:** Various

FC:

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This line item is a set aside for rehabilitation or replacement of candidate poor condition bridges that have been identified in the DVRPC region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185							375					
CON	BOF								1,500				
CON	BOF								3,000				
CON	185								750				
CON	185								375				
		0	0	0	0	0	0	375	5,625	0	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			6,000	Total FY2029-2032			0

# DVRPC FY2021-2024 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

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

Bridge On-Demand Reserve Line Item  
 Districtwide  
 Bridge Replacement/Rehabilitation/Preservation activities

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	185				1,000									
CON	185									2,000				
		0	0	0	1,000	0	0	0	0	2,000	0	0	0	
		<b>Total FY2021-2024</b>			<b>1,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>2,000</b>

**MPMS# 102275** *Study Line Item*

**LIMITS** Regionwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not Yet Determined

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581			304										
PE	581							46						
PE	581												650	
		0	0	304	0	0	0	46	0	0	0	0	650	
		<b>Total FY2021-2024</b>			<b>304</b>	<b>Total FY2025-2028</b>				<b>46</b>	<b>Total FY2029-2032</b>			<b>650</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102320** *District Wide Bridge Rehab Group P*

**LIMITS** Districtwide

Est Let Date: 2/13/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:** AECOM/K. Caparra

**CMP:** Not SOV Capacity Adding

Ten bridges in Bucks, Chester, Delaware, and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

- Souderton Pike over Branch Mill Creek (Bridge Key 6883)
- Carver-Wisner Road over Hickory Creek (Bridge Key 7105)
- Allentown Road over Branch of the Unami Creek (Bridge Key 7403)

The bridges in Chester County are:

- West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)
- Hill Church Road over Tributary of Stony Run (Bridge Key 10366)

The bridges in Delaware County are:

- Bethel Road over Branch of Marcus Hook Creek (Bridge Key 15314)
- Smith Bridge Road over Webb Creek (Bridge Key 15341)

The bridges in Montgomery County are:

- Allentown Road over Branch of Skippack Creek (Bridge Key 27524)
- Black Rock Road over Crossmans Run (Bridge Key 27779)
- Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	185	1,819													
CON	185		3,060												
CON	185			3,000											
		1,819	3,060	3,000	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			<b>7,879</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 102665 *Signal Upgrade Line Item*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	CAQ	1,000												
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		1,000		Total FY2025-2028				0		Total FY2029-2032		0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 104639 *Travel Monitoring*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

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	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>		
PRA	TOLL														
PRA	STU	145													
PRA	TOLL														
PRA	STU		145												
		145	145	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			290	Total FY2025-2028				0	Total FY2029-2032				0



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 105291 *The Circuit Line Item*

**LIMITS**

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MRPID:97

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD: 23

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

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. \$6 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) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 5) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
- 6) Philadelphia -Spring Garden Street Greenway MPMS #105850

This project is part of the Circuit Trails. The Circuit is a planned 800-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 Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) 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 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	CAQ		2,500											
CON	CAQ			2,500										
		0	2,500	2,500	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			5,000	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 106648 Sink Holes Line Item

LIMITS District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

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 called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	581		249											
CON	581			501										
		0	249	501	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			750	Total FY2025-2028				0	Total FY2029-2032			0

MPMS# 106649 Stormwater Permits/Environmental Mitigation

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	581		750											
CON	581			750										
		0	750	750	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			1,500	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 106651 *Sign Structure Repair*

LIMITS No Let Date  
 IMPROVEMENT Roadway Rehabilitation NHPP:  
 MUNICIPALITIES: Various FC: AQ Code:X11  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: L. Guarini CMP: Not SOV Capacity Adding

Reserve Line Item for Sign Structure Repairs

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	581	500											
		0	500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			500	Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 106654 *I-95 Transportation Demand Mgt (TMA)*

LIMITS No Let Date  
 IMPROVEMENT Other NHPP: MRPID:65  
 MUNICIPALITIES: Various FC: AQ Code:NRS  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: EE/E. Elbich CMP: Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	NHPP	250											
PRA	TOLL												
PRA	TOLL												
PRA	NHPP	250											
		250	250	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			500	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 109847**    *ROW Divestment 6-0*

LIMITS    Regionwide

No Let Date

IMPROVEMENT    Other

NHPP:

MUNICIPALITIES:    Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:    AECOM/P. Shultes

CMP:    Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581		922											
PE	581			1,678										
		0	922	1,678	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			2,600	Total FY2025-2028				0	Total FY2029-2032			0

**MPMS# 109848**    *LED Lighting Conversion 6-0*

LIMITS    Districtwide

No Let Date

IMPROVEMENT    Other

NHPP:

MUNICIPALITIES:    Various

FC:

AQ Code:S18

PLAN CENTER:

IPD:

PROJECT MANAGER:    HNTB/N. Velaga

CMP:    Not SOV Capacity Adding

The purpose of this project is to convert existing PennDOT maintained lighting fixture inventory to LED luminaires. District 6 currently maintains approximately 4800 light fixtures. They date from the construction of the earliest interstates and arterials in the region to those being constructed today. This project is to convert the earlier type fixtures to LED luminaires. The District will first look at critical corridors and oldest fixtures.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581			984										
		0	0	984	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			984	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110127** *District 6 Modeling Assistance*

**LIMITS** I-95 reconstruction and other areas as needed across the District

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. 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, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	NHPP	192													
PRA	581	48													
PRA	NHPP		192												
PRA	581		48												
		<b>240</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>480</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110429**    **Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)**

**LIMITS**    Regionwide

No Let Date

**IMPROVEMENT**    Other

**NHPP:**

**MUNICIPALITIES:**    Various

**FC:**

AQ Code:A1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**    Jackie Koons-Felion

**CMP:**    Not SOV Capacity Adding

Mobility Alternatives Program is serviced by the TMAs and Contractors (SEPTA and Clean Air Counsel) in the Southeastern Region under DVRPC and helps companies improve their benefits package while saving employees time and money on their commute. MAP also helps reduce traffic and air pollution in the Southeast PA 5 County region. MAP can help everyone find a better way to get to work. Whether it's on transit, in a car pool or van pool, or even working from home, MAP has information on what the various alternatives are and how companies and individuals can take advantage of them.

**TMA Bucks**

Serving the entire Bucks County, PA area, including: Bensalem, Bristol, Doylestown, Levittown, Newtown, Quakertown and Warminster.

**TMA of Chester County**

Serving the Chester County, PA area, including: Coatesville, Downingtown, Exton, Great Valley, Kennett Square, Oxford and West Chester.

**Delaware County TMA**

Serving the entire Delaware County, PA area, including: Chester City, Media, Newtown Square, Springfield, and Radnor Township.

**GVF Transportation**

Serving the Greater Valley Forge area of Montgomery and Chester Counties, PA, including: King of Prussia, Norristown, Tredyffrin and 31 adjacent municipalities.

**The Partnership TMA**

Serving eastern Montgomery County, PA, including: the greater North Penn area, Horsham, the Indian Valley, the Upper Perkiomen and Willow Grove.

**Central Philadelphia TMA**

Serving the Center City Philadelphia area, with transportation fairs and information.

**Clean Air Council-**

Serving all of Philadelphia City/County, providing all MAP services and assistance with SAR.

**University City District TMA**

Serving University City area between the borders of the Schuylkill River, 50th Street, Spring Garden Street, and Woodland Avenue.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ	588											
PRA	LOC	148											
PRA	CAQ		588										
PRA	LOC		148										
		<b>736</b>	<b>736</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>1,472</b>		<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110460** *Commuter Services*

**LIMITS** Regionwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jim Mosca

**CMP:** Not SOV Capacity Adding

Commuter Services is a DVRPC Unified Planning Work Program TIP Funded Task. Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS# 17900. The DVRPC Work Program Task funding has now been broken out under this MPMS# 110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS# 110429.

The DVRPC Comptroller will establish a "Sub-Account" charging number in the DVRPC UPWP totaling \$50,000 so that the non-CMAQ eligible administrative tasks can be charged to that specific charge code. The funding for this project will break down as follows: \$201,000 CMAQ which will be toll credit matched, \$34,000 State 581 which will be a state contribution to the project, and \$16,000 in DVRPC Local funds. This arrangement will require PennDOT to develop two new WBS elements for FY21. The first new WBS element will be to address the CMAQ funds while the second WBS element will address the state contribution and DVRPC Local Funds.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	TOLL														
PRA	CAQ	201													
PRA	581	34													
PRA	LOC	16													
PRA	TOLL														
PRA	CAQ		201												
PRA	581		34												
PRA	LOC		16												
		251	251	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2021-2024</b>			502	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110494** *Regional Traffic Management Center (RTMC) General Contract*

**LIMITS** PennDOT District 6-0

Est Let Date: 9/12/2019

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

MRPID:236

**MUNICIPALITIES:** Upper Merion Township

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 20

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

Regional Traffic Management Center (RTMC) planning, designing and building/commissioning of a facility to optimize the performance of the surface transportation network by expanding the current function of the freeway management systems to include active traffic management of dynamic junction control, flex lanes, and, part time shoulder use, ramp metering, multimodal coordination, and proactive management of traffic signals along major regional arterial corridors. In addition the RTMC will collect and process/disseminate real time transportation data in order to measure performance. This facility will be the technical and institutional hub to bring together the various regional jurisdictions, modal interests, and service providers to focus on the common goal of optimizing the performance of the transportation network.

The total cost estimate for this project is \$47,400,000. However, FHWA has indicated that federal funds are eligible on the RTMC but not for the parking structure as it will not be open to the public. As a result of this decision, PennDOT will be using \$35,600,000 for the RTMC and \$11,800,000 of Department of General Services (DGS) state funding for the parking structure.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	STU	13,610												
CON	STP	3,311												
CON	CAQ	8,000												
CON	OTH-S	11,800												
CON	STU		4,083											
CON	STU			9,218										
CON	STU				9,930									
		<b>36,721</b>	<b>4,083</b>	<b>9,218</b>	<b>9,930</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>59,952</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110660** *Bridge Group V*

**LIMITS** Bucks and Montgomery Counties

Est Let Date: 4/23/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Haycock Township; Richland Township; Upper Hanover Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 14

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

**CMP:** Not SOV Capacity Adding

This bridge group project was a breakout from Bridge Group U and includes four structures to be replaced in Bucks and Montgomery counties.

The bridge in Bucks County are:

East Cherry Road over branch of Tohickon Creek (Bridge Key 7438)

Deerwood Lane over Kimples Creek (Bridge Key 7449)

Stony garden Road over branch of Kimples Creek (Branch Key 7450)

The bridge in Montgomery County is:

Church Road over branch of Perkiomen Creek (Branch Key 27575)

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	1,000											
CON	185		3,000										
CON	185			500									
		<b>1,000</b>	<b>3,000</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>4,500</b>		<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 111424** *Transportation Management Associations (TMA) SR:0000*

**LIMITS** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jackie Koons-Fellon

**CMP:** Not SOV Capacity Adding

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ	1,064											
PRA	LOC	265											
PRA	CAQ		1,064										
PRA	LOC		265										
		<b>1,329</b>	<b>1,329</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>2,658</b>		<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113257 Outdoor Advertising Control

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ROW/B. Dicianno

CMP: Not SOV Capacity Adding

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2020. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

- Bucks County – 300 signs
- Chester County – 150 signs
- Delaware County – 150 signs
- Montgomery County – 150 signs
- City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	
PRA	STU	300												
PRA	TOLL													
PRA	TOLL													
PRA	STU		300											
		300	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			600	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 114939 *Regional TDM Program*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9. Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	CAQ	200													
PRA	581	50													
PRA	CAQ		200												
PRA	581		50												
		250	250	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			500	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 114949**    *Replacement of Antiquated Permanent DMS*

**New**

**LIMITS**    Regionwide

No Let Date

**IMPROVEMENT**    Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:**    Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**    Traffic/F. Jan

**CMP:**    Not SOV Capacity Adding

Replacement of antiquated DMS on highly congested arterials due to reaching the expected life of the signs or due to manufacturer no longer supporting the signs for repairs. Devices have aged and provide continuous maintenance issues. For example the manufacturer is no longer supporting these signs or providing spare parts that can only be fixed by replacement.

Project locations:

- 1)US 1 at 2nd Street
- 2)US 1 SB north of E. Maple Ave/PA 213
- 3)US 1 NB north of Trenton Rd.
- 4)PA 23 EB at Williams Street
- 5)Fayette St SB before PA 23
- 6)PA 23 EB before Hollow Rd
- 7)US 202 SB before Schoolhouse Rd
- 8)US 202 SB before Pebble Hill Rd
- 9)PA 291 EB at the bottom of the Platt Bridge
- 10)PA 309 SB before Five Points
- 11)PA 611 NB at Easton Rd
- 12)PA 611 SB at Limekiln Rd
- 13)US 202 Parkway NB before Knapp Rd
- 14)US 202 Parkway NB south of PA 463
- 15)US 202 Parkway SB south of PA 152

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	1,035												
CON	sSTP	535												
CON	TOLL													
CON	sSTP		500											
		<b>1,570</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>2,070</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 114960** *I-476 Ramp Meter Upgrade*

**New**

**LIMITS** I-476 in Delaware and Montgomery Counties

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Ridley Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traffic/F. Jan

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 2B, 2C, 2D

PennDOT District 6-0 is planning to replace the existing controller assemblies at 15 ramp meter locations along I-476 with new Advanced Transportation Controllers (ATC) that have a direct connection to Ethernet communication that feeds into PennDOTs Traffic Management Center (TMC). Furthermore, the ramp meters will be integrated into the statewide unified command and control software. PennDOT has already procured the ramp meter module and will be capable of integrating it into the ATMS software. The upgrade would allow for system wide traffic management plans rather than just local traffic responsive plans. The upgrade will allow the district to advance the active traffic management strategy further by implementing the system wide traffic demand management during the construction of a flex lanes on I-476.

The Ramp Meter locations are:

1. MacDade Boulevard on-ramp to I-476 North in Ridley Township
2. Baltimore Pike on-ramp to I-476 North in Nether Providence Township
3. Baltimore Pike on-ramp to I-476 South in Nether Providence Township
4. U.S. Route 1 on-ramp to I-476 South in Marple Township
5. U.S. Route 1 on-ramp to I-476 North
6. West Chester Pike EB to 476 South
7. West Chester Pike WB to 476 South
8. West Chester Pike WB to 476 North (Currently Inactive)
9. Route 30 to I-476 South
10. Route 30 to I-476 North
11. Ridge Pike EB to I-476 South
12. Ridge Pike EB to I-476 North
13. Ridge Pike WB to I-476 South
14. Chemical Road to I-476 South
15. Germantown Pike to I-476 South (Currently Inactive)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	STU	465												
CON	sSTP	265												
CON	TOLL													
CON	sSTP		200											
		<b>730</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>930</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 114967** *Transportation Operations*

**LIMITS** Regionwide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jim Mosca

**CMP:** Not SOV Capacity Adding

**Goals:** Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

**Description:** Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

## Pennsylvania - Highway Program (Status: TIP)

### Various

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

#### Tasks:

##### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins.
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies. 1

2. Provide technical support, including mapping services, GIS, and other assistance as requested.

##### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional



## Pennsylvania - Highway Program (Status: TIP)

### Various

basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.

2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

#### Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

#### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

#### Products:

##### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

##### Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols



## Pennsylvania - Highway Program (Status: TIP)

### Various

to reduce traffic delay.

4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

#### Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

#### TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	CAQ	208													
PRA	581	52													
PRA	CAQ		208												
PRA	581		52												
		260	260	0	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			520	Total FY2025-2028				0	Total FY2029-2032				0

MPMS# 115416 2020 Districtwide High Friction Surface Treatment

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	HSIP			2,499											
		0	0	2,499	0	0	0	0	0	0	0	0	0		
		Total FY2021-2024			2,499	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115417 2021 Districtwide High Friction Surface Treatment

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	HSIP				2,470										
		0	0	0	2,470	0	0	0	0	0	0	0	0		
		Total FY2021-2024		2,470		Total FY2025-2028			0		Total FY2029-2032			0	

Total For Various	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$87,035	\$92,242	\$78,661	\$65,197	\$323,135	\$321,062	\$349,568



Transit Projects for the FY2021 TIP

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# DVRPC FY2021-2024 TIP for PA

## 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

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

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.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
OP	5307	737													
OP	1513	1,150													
OP	LOC	98													
OP	5307		774												
OP	1513		1,150												
OP	LOC		103												
OP	5307			812											
OP	1513			1,150											
OP	LOC			108											
OP	5307				853										
OP	1513				1,150										
OP	LOC				114										
		1,985	2,027	2,070	2,117	0	0	0	0	0	0	0	0		
		Total FY2021-2024			8,199	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS No Let Date  
 IMPROVEMENT Transit Improvements NHPP:  
 MUNICIPALITIES: Pottstown Borough FC: AQ Code:M10  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: K. High CMP: Not SOV Capacity Adding CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, and conclude the replacement of their existing bus fleet.

Capital projects planned in FY21 - FY24 include:  
 FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)  
 FY22: Technology (\$155,000)  
 FY23: Shelter Replacement (\$105,000), Vehicle and Equipment Purchase (\$167,000)  
 FY24: Vehicle and Equipment Purchase (\$160,000), Shelters (\$30,000)

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 transit buses, as well as informational kiosks, bus shelters, and other amenities.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CAP	5307	722													
CAP	1517	50													
CAP	LOC	24													
CAP	5307		8												
CAP	1517		140												
CAP	LOC		7												
CAP	5307			134											
CAP	1517			34											
CAP	LOC			3											
CAP	5307				128										
CAP	1517				61										
CAP	LOC				1										
		796	155	171	190	0	0	0	0	0	0	0	0		
		Total FY2021-2024			1,312	Total FY2025-2028				0	Total FY2029-2032				0

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Pottstown	\$2,781	\$2,182	\$2,241	\$2,307	\$9,511	\$0	\$0

# DVRPC FY2021-2024 TIP for PA

Final Version

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

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is \$31.97M. Funding is programmed as follows: Prior year funds in the amount of \$21.52M, and \$10.45M in FY 2023 through 2025.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514				3,787								
ERC	LOC				126								
ERC	1514					6,587							
ERC	LOC					219							
		0	0	0	3,913	6,806	0	0	0	0	0	0	0
		Total FY2021-2024			3,913	Total FY2025-2028			6,806	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59966 *Capital Asset Lease Program*

Return

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAL	5337	47,333											
CAL	1514	12,359											
CAL	LOC	412											
CAL	5307		18,949										
CAL	5337		29,804										
CAL	1514		12,744										
CAL	LOC		424										
CAL	5307			16,000									
CAL	5337			16,915									
CAL	1514			29,370									
CAL	LOC			1,495									
CAL	5337				28,661								
CAL	5307				15,517								
CAL	1514				20,824								
CAL	LOC				694								
CAL	5307					8,317							
CAL	5337					44,918							
CAL	1514					13,969							
CAL	LOC					466							
CAL	5337						44,915						
CAL	5307						8,317						
CAL	1514						15,952						
CAL	LOC						532						
CAL	5337							56,517					
CAL	1514							14,815					
CAL	LOC							494					
CAL	5337								58,213				
CAL	1514								15,264				
CAL	LOC								509				
CAL	5337									59,959			
CAL	1514									15,729			
CAL	LOC									524			
CAL	5337										61,758		
CAL	1514										16,206		
CAL	LOC										540		
CAL	5337											63,611	
CAL	1514											16,697	
CAL	LOC											557	



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAL	5337												65,519
CAL	1514												17,204
CAL	LOC												573
		60,104	61,921	63,780	65,696	67,670	69,716	71,826	73,986	76,212	78,504	80,865	83,296
		<b>Total FY2021-2024</b>		<b>251,501</b>		<b>Total FY2025-2028</b>		<b>283,198</b>		<b>Total FY2029-2032</b>		<b>318,877</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

Return

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. 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 upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance of way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

In addition to regular utility fleet program, SEPTA is implementing the following non-revenue fleet renewal projects:

-Driving PA Forward – Class 8 Truck and Transit Bus Grant Program: This project will replace five (5) utility fleet vehicles, funded via Pennsylvania's share of the Volkswagen Environmental Mitigation Trust. The new vehicles will help improve air quality and reduce diesel emissions.

-Work train locomotives to replace three (3) diesel-electric locomotives manufactured in 1954 and 1992. The project will preserve SEPTA's work train locomotive fleet, which is critical to maintaining SEPTA's Regional Rail network, while also providing local and regional air quality benefits. The new vehicles will provide a 90 percent reduction in harmful emissions as compared to the existing vehicles. This project was awarded \$3.8M CMAQ funding through the FY2019 DVRPC Competitive CMAQ Grant Program. Funds will be flexed at the appropriate time.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	1514	6,895											
PUR	LOC	230											
PUR	1514		6,774										
PUR	LOC		226										
PUR	1514			6,774									
PUR	LOC			226									
PUR	1514				6,774								
PUR	LOC				226								
PUR	1514					6,774							
PUR	LOC					226							
PUR	1514						6,774						
PUR	LOC						226						
PUR	1514							6,774					
PUR	LOC							226					
PUR	1514								6,774				
PUR	LOC								226				
PUR	1514									7,742			
PUR	LOC									258			
PUR	1514										7,742		
PUR	LOC										258		
PUR	1514											7,742	
PUR	LOC											258	
PUR	1514												7,742
PUR	LOC												258

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

	7,125	7,000	7,000	7,000	7,000	7,000	7,000	7,000	8,000	8,000	8,000	8,000		
	Total FY2021-2024			28,125	Total FY2025-2028				28,000	Total FY2029-2032				32,000

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

<b>MPMS# 60275</b>	<b>Debt Service</b>		<b>Return</b>
<b>LIMITS</b> System-wide			No Let Date
<b>IMPROVEMENT</b> Transit Improvements		<b>NHPP:</b>	
<b>MUNICIPALITIES:</b> Various		<b>FC:</b>	AQ Code:M1
<b>PLAN CENTER:</b>			IPD:
<b>PROJECT MANAGER:</b>	<b>CMP:</b> Not SOV Capacity Adding		

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 Capital Grant Receipts Bonds, Series 2011/2017 (Prior Years - FY2028)

Acquisition of 120 Silver liner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet in response to ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The cars have enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and an enhanced seating arrangement with more two-passenger seating. The cars have electronic exterior and interior destination signs, voice announcement of train destination and upcoming station stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to train passengers. These cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost for this project of \$325.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$31.5 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

#### Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007 (Prior Years - FY2027)

On December 18, 2012, the Authority converted the Variable Rate Revenue Refunding Bonds, Series 2007, from the Daily Rate Mode to the Indexed Rate Mode. Proceeds from the Variable Rate Revenue Refunding Bonds, Series 2007 were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Regional Rail Cars, General Motors Locomotives and Frazer Regional Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements

#### Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017 (Prior Years - FY2027)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 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. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.

#### Capital Financing- EB5 Loan (Prior Years - FY2044)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. The loan comprises a 5-year interest-only period with an option that provides SEPTA the ability to extend the loan for an additional period of 20 years.

#### Capital Financing - Other

SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Years 2020 through 2022. The other financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program and the actual amount of borrowing is subject to change.

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
DS	5337	12,371											
DS	5307	9,200											
DS	PTAF 44	24,058											
DS	1514	9,806											
DS	LOC	1,154											
DS	5307		9,200										
DS	5337		12,372										
DS	PTAF 44		11,723										
DS	1514		7,016										
DS	LOC		637										
DS	5337			12,377									
DS	5307			9,200									
DS	PTAF 44			11,728									
DS	1514			27,883									
DS	LOC			1,333									
DS	5307				9,200								
DS	5337				12,375								
DS	PTAF 44				11,730								
DS	1514				27,478								
DS	LOC				1,319								
DS	5307					9,200							
DS	5337					12,374							
DS	PTAF 44					11,724							
DS	1514					27,478							
DS	LOC					1,320							
DS	5337						12,377						
DS	5307						9,200						
DS	PTAF 44						11,727						
DS	1514						27,479						
DS	LOC						1,320						
DS	5307							9,200					
DS	5337							12,374					
DS	PTAF 44							10,516					
DS	1514							27,478					
DS	LOC							1,278					
DS	5337								12,373				
DS	5307								9,200				
DS	1514								27,478				
DS	LOC								915				
DS	5307									9,200			
DS	1514									24,484			
DS	LOC									816			
DS	5307										9,200		
DS	1514										24,484		
DS	LOC										816		
DS	5307											9,200	
DS	1514											24,484	
DS	LOC											816	
DS	1514												22,258
DS	LOC												742

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

56,589	40,948	62,521	62,102	62,096	62,103	60,846	49,966	34,500	34,500	34,500	23,000
Total FY2021-2024		222,160		Total FY2025-2028		235,011		Total FY2029-2032		126,500	

MPMS# 60317 Federal Preventive Maintenance

Return

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
OP	5337	36,200											
OP	LOC	9,050											
OP	5337		36,200										
OP	LOC		9,050										
OP	5337			36,200									
OP	LOC			9,050									
OP	5337				36,200								
OP	LOC				9,050								
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,050						
OP	5337							36,200					
OP	LOC							9,050					
OP	5337								36,200				
OP	LOC								9,050				
OP	5337									36,200			
OP	LOC									9,050			
OP	5337										36,200		
OP	LOC										9,050		
OP	5337											36,200	
OP	LOC											9,050	
OP	5337												36,200
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2021-2024		181,000		Total FY2025-2028		181,000		Total FY2029-2032		181,000	

# DVRPC FY2021-2024 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

**NHPP:**

**MUNICIPALITIES:** Center City Philadelphia

**FC:**

AQ Code:M8

**PLAN CENTER:** Metropolitan Center

IPD: 14

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$146.47M. Funding is programmed as follows: Prior year funds in the amount of \$77.93M, and \$68.54M in FY 2021 through 2028.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	1,839											
ERC	LOC	61											
ERC	1514		1,587										
ERC	LOC		53										
ERC	1514			1,936									
ERC	LOC			64									
ERC	1514				5,163								
ERC	LOC				172								
ERC	1514					10,645							
ERC	LOC					355							
ERC	1514						14,521						
ERC	LOC						484						
ERC	1514							20,880					
ERC	LOC							696					
ERC	1514								9,758				
ERC	LOC								325				

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

1,900	1,640	2,000	5,335	11,000	15,005	21,576	10,083	0	0	0	0
Total FY2021-2024			10,875	Total FY2025-2028		57,664	Total FY2029-2032			0	

**MPMS# 60540** *Parking Improvements*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 24

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

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 - \$31.01M (Prior Years - FY2025)
- Conshohocken Station Parking Garage\* - \$37.17M (Prior Years - FY2023)
- Gwynedd Valley Station Parking - \$2.54M (Prior Years - FY 2021)
- Ivy Ridge Parking - \$35.00M (FY2021; FY2026 - FY2032)
- Noble Station Parking Garage and Storage Track - \$53.00M (Prior Years - FY2021; FY2026 - FY2032)
- Philmont Station Parking - \$25.00M (FY2026 - FY2032)
- Fern Rock Transportation Center Complex - \$77.50M (FY2026 - FY2032)

\*Prior Year funds in the amount of \$27.17M have been committed to the Conshohocken Station Parking Garage. \$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project. The requisite local match (\$2M) is programmed in FY2023 of this program.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	18,298											
ERC	LOC	610											
ERC	1514		15,527										
ERC	LOC		517										
ERC	1514			11,403									
ERC	LOC			381									
ERC	1514				4,594								
ERC	LOC				153								
ERC	1514					9,924							
ERC	LOC					330							
ERC	1514						9,678						
ERC	LOC						322						
ERC	1514							10,612					
ERC	LOC							354					
ERC	1514								22,748				
ERC	LOC								758				
ERC	1514									24,935			
ERC	LOC									831			
ERC	1514										33,620		
ERC	LOC										1,120		
ERC	1514											15,716	
ERC	LOC											524	
ERC	1514												29,923
ERC	LOC												997
		18,908	16,044	11,784	4,747	10,254	10,000	10,966	23,506	25,766	34,740	16,240	30,920
		Total FY2021-2024			51,483	Total FY2025-2028		54,726	Total FY2029-2032			107,666	



# DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The new facility is located on the SEPTA Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206. SEPTA partnered with PennDOT and Amtrak to advance this project.

The project will be advanced in two phases. Phase 1, completed in September 2019, made the existing station ADA accessible. This phase included construction of a pedestrian overpass with elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas were reconfigured and pedestrian sidewalks and crosswalks, provided throughout the station area.

A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. The companion project must be completed prior to Phase 2 construction.

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. This phase will be advanced pending identification of a funding source. The estimated cost is \$50.28M.

The total project cost (Phases 1 & 2) is \$92.22M. Funding is programmed as follows: Prior year funds in the amount of \$41.94M, and \$5M in FY 2031 through 2032.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ERC	5307											22,226			
ERC	1514											5,377			
ERC	LOC											179			
ERC	5307												18,000		
ERC	1514												4,355		
ERC	LOC												145		
		0	0	0	0	0	0	0	0	0	0	27,782	22,500		
		Total FY2021-2024				0	Total FY2025-2028				0	Total FY2029-2032			50,282

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

Additionally, this program includes \$6M (FY2021-FY2022) to support the installation of Automatic Passenger Counters (APCs) on the bus, trolley, and Norristown High Speed Line fleets. APCs will provide SEPTA with accurate, reliable, and consistent data for stop level ridership, passenger loads, running time, on time performance, and speed.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	5337	25,588											
CAP	CARES	13,950											
CAP	5307	28,812											
CAP	1514	28,430											
CAP	LOC	947											
CAP	5307		37,083										
CAP	5337		20,000										
CAP	1514		24,878										
CAP	LOC		2,833										
CAP	5307			22,835									
CAP	5337			28,000									
CAP	1514			29,667									
CAP	LOC			2,849									
CAP	5307				23,417								
CAP	5337				28,000								
CAP	1514				30,397								
CAP	LOC				2,013								
CAP	5307					23,417							
CAP	5337					28,000							
CAP	1514					29,077							
CAP	LOC					1,969							
CAP	5307						23,417						
CAP	5337						28,000						
CAP	1514						29,825						
CAP	LOC						1,994						
CAP	5337							16,401					
CAP	5307							19,733					
CAP	1514							46,322					
CAP	LOC							2,544					
CAP	5307								19,734				
CAP	5337								14,706				
CAP	1514								47,963				
CAP	LOC								2,598				

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAP	5307									19,733			
CAP	5337									25,333			
CAP	1514									38,646			
CAP	LOC									2,288			
CAP	5307										19,734		
CAP	5337										23,534		
CAP	1514										41,354		
CAP	LOC										2,378		
CAP	5307											15,072	
CAP	5337											21,681	
CAP	1514											48,627	
CAP	LOC											2,620	
CAP	5307												7,370
CAP	5337												19,773
CAP	1514												57,926
CAP	LOC												2,930
		<b>97,727</b>	<b>84,794</b>	<b>83,351</b>	<b>83,827</b>	<b>82,463</b>	<b>83,236</b>	<b>85,000</b>	<b>85,001</b>	<b>86,000</b>	<b>87,000</b>	<b>88,000</b>	<b>87,999</b>
		<b>Total FY2021-2024</b>		<b>349,699</b>		<b>Total FY2025-2028</b>		<b>335,700</b>		<b>Total FY2029-2032</b>		<b>348,999</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

**SEPTA**

**MPMS# 60599**      *Paratransit Vehicle Purchase*      **Return**  
 No Let Date

**LIMITS** System-wide

**IMPROVEMENT** Transit Improvements      **NHPP:**

**MUNICIPALITIES:** Various      **FC:**      **AQ Code:**M10

**PLAN CENTER:**      **IPD:**

**PROJECT MANAGER:**      **CMP:** Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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	
PUR	5307												5,600
PUR	1514												1,355
PUR	LOC												45
		<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>
		<b>Total FY2021-2024</b>		<b>28,000</b>		<b>Total FY2025-2028</b>		<b>28,000</b>		<b>Total FY2029-2032</b>		<b>28,000</b>	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60611**      **SEPTA Key (Fare Collection System/New Payment Technologies)**      **Return**  
**LIMITS** System-wide      No Let Date  
**IMPROVEMENT** Transit Improvements      **NHPP:**  
**MUNICIPALITIES:** Various      **FC:**      **AQ Code:**M5  
**PLAN CENTER:**      **IPD:**  
**PROJECT MANAGER:**      **CMP:** Not SOV Capacity Adding

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 or the Call Center.

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.

SEPTA Key deployment is substantially complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail phased roll-out is underway with Trailpasses in service. Railroad deployment will continue through 2020 with Travel Wallet, conductor sales, and other features and products. CCT development is underway with deployment starting in 2020. Upcoming Key features include: upgraded Key Card readers, mobile ticketing and open payment/ mobile wallets.

Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); 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. Most of this work is complete or nearing completion.

Proposed future funding will ensure SEPTA Key technology remains up-to-date are included in the Safety and Security Technology Upgrades project within the Safety & Security Program.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to partially finance this project. The total project cost includes the loan repayment, interest, and companion project costs.

The total project cost is \$302.30M. Funding is programmed as follows: Prior year funds in the amount of \$253.01M and \$49.29M in FY 2021-2023.

Project status updates are available online at <http://www.septa.org/key/>.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CAP	5307	20,566													
CAP	1514	4,976													
CAP	LOC	169													
CAP	5307		11,222												
CAP	1514		2,715												
CAP	LOC		91												
CAP	1514			9,244											
CAP	LOC			308											
		<b>25,711</b>	<b>14,028</b>	<b>9,552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>49,291</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## 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

**NHPP:**

MRPID:p

**MUNICIPALITIES:** Middletown Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5B

This project will provide restoration of rail service from the existing Media/ Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus at Middletown/Route 1, Delaware County along the existing right-of-way 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 replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 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; a 600+ car parking deck; and connections to SEPTA bus service. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$192.95M. Funding is programmed as follows: Prior year funds in the amount of \$113.35M and \$79.60M in FY 2021-2023.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ERC	1514	49,770												
ERC	LOC	1,660												
ERC	1514		19,750											
ERC	LOC		660											
ERC	1514			7,511										
ERC	LOC			250										
		<b>51,430</b>	<b>20,410</b>	<b>7,761</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>79,601</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60638**      *Regional Rail Car & Locomotive Acquisition*      **Return**  
**LIMITS** System-wide      No Let Date  
**IMPROVEMENT** Transit Improvements      **NHPP:**  
**MUNICIPALITIES:** Various      **FC:**      AQ Code:M10  
**PLAN CENTER:**      IPD:  
**PROJECT MANAGER:**      **CMP:** Not SOV Capacity Adding

This program provides for the replacement and addition of rail cars and locomotives. 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. Current procurements include:

**Electric Locomotives - \$154.5M (Prior Years- FY2021)**  
 This project provides for the acquisition of new electric locomotives. In 2015, SEPTA awarded a contract to Siemens Industry Inc., Mobility Division for thirteen ACS-64 locomotives plus two option vehicles. All 15 locomotives have been delivered and are in service. The locomotives will accommodate the acquisition of an expanded fleet of new multi-level push-pull passenger railcars. Remaining contract activities include receipt of capital spare material and correspondence closeout. These state-of-the-art locomotives are more powerful and significantly more reliable than SEPTA's former locomotives.

The new locomotives fully comply with all federal standards and regulations and are equipped with SEPTA's Positive Train Control system. Supporting SEPTA's Sustainability initiatives, the ACS-64 locomotives feature regenerative braking. This capability enables energy from the train's motion when slowing down to be fed back to the power system for use by other trains. Through the locomotive cab consoles, the engineer can monitor the performance of all locomotive systems in real time, and maintenance technicians can troubleshoot problems with an integrated maintenance manual.

**Multi-Level Regional Rail Cars and Coaches - \$174.3M (Prior Years- FY2024)**  
 This project provides for the acquisition of 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, and are additions to SEPTA's current fleet of 45 push-pull railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 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 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 annunciation and corresponding display on video screens 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.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PUR	5307	16,391												
PUR	1514	3,966												
PUR	LOC	132												
PUR	5337		23,116											
PUR	1514		27,156											
PUR	LOC		1,938											
PUR	5337			28,000										
PUR	1514			12,145										
PUR	LOC			1,955										
PUR	5337				16,256									
PUR	1514				3,933									
PUR	LOC				131									
		<b>20,489</b>	<b>52,210</b>	<b>42,100</b>	<b>20,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>135,119</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. Currently programmed substation and power projects include:

- Substation Design and Equipment Purchase - \$28.23M (Prior Years - FY2023)
- Railroad Substation 18th Street Switching Station - \$12.80M (FY2022 - FY2025)
- Railroad Substation Brill - \$12.8M (FY2024 - FY2027)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 - FY2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$33.87M (FY2019 - FY2023)
- Railroad Substations Neshaminy, Bethayres, Yardley - \$24.58 (Prior Years - FY2021)
- Wayne Junction Static Frequency Converters #1-4 - \$60.00M (Prior Years - FY2023)
- Railroad Substation Woodbourne - \$23.49M (FY2020 - FY2024)
- Transit Substation Ellen - \$18.68M (FY2025 - FY2028)
- Transit Substation Market - \$12.50M (FY2021- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2020 - FY2023)
- Transit Substation Ranstead - \$18.68M (FY2026 - FY2032)
- Transit Substation Program - \$150.69M (FY2026 - FY2032)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years - FY2025)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	9,600											
ERC	1514	21,309											
ERC	LOC	710											
ERC	5307		1,600										
ERC	1514		28,497										
ERC	LOC		950										
ERC	5307			3,200									
ERC	1514			39,728									
ERC	LOC			1,840									
ERC	1514				45,301								
ERC	LOC				1,509								
ERC	1514					46,365							
ERC	LOC					1,545							
ERC	1514						46,623						
ERC	LOC						1,554						
ERC	1514							24,474					
ERC	LOC							816					
ERC	1514								30,020				
ERC	LOC								1,000				
ERC	1514									26,149			
ERC	LOC									873			
ERC	1514										31,936		
ERC	LOC										1,064		
ERC	1514											31,452	
ERC	LOC											1,048	
ERC	1514												32,067



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

ERC	LOC									1,068			
		31,619	31,047	44,768	46,810	47,910	48,177	25,290	31,020	27,022	33,000	32,500	33,135
		<b>Total FY2021-2024</b>		154,244		<b>Total FY2025-2028</b>		152,397		<b>Total FY2029-2032</b>		125,657	

**MPMS# 73214**      **Ardmore Transportation Center**

**LIMITS** Ardmore Transportation Center

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two 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 pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage. The total cost of Phase 1, which includes design for Phase 2, is \$53.6M.

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. This phase will be advanced pending identification of a funding source. The estimated cost of Phase 2 is \$26.05M.

The total project cost (Phases 1 & 2) is \$79.65M. Funding is programmed as follows: Prior year funds in the amount of \$50.51M, FY2021 in the amount of \$3.09M, and \$10M in FY 2031-2032.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	2,471											
ERC	1514	598											
ERC	LOC	20											
ERC	1514										4,839		
ERC	LOC										161		
ERC	1514												4,839
ERC	LOC												161
		<b>3,089</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>5,000</b>
		<b>Total FY2021-2024</b>		3,089		<b>Total FY2025-2028</b>		0		<b>Total FY2029-2032</b>		10,000	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 77183** *Transit and Regional Rail Station Program*

**LIMITS** System-wide stations

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

#### Transit and Regional Rail Station Program

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:

#### Regional Rail Stations

- Bicycle Transit Access Program - \$2.50M (Ongoing)
- Bridge Plates - \$2.21M (FY2020 - FY2023)
- Chestnut Hill East ADA Improvements - \$11.17M (FY2021 - FY2024)
- Conshohocken Station - \$15.00M (Prior Years - FY2022)
- East Falls Station - \$19.50M (FY2024 - FY2027)
- Jenkintown-Wyncote Station - \$25.32M (Prior Years - FY2024)
- Regional Rail Station Roof Program - \$11.25M (Ongoing)
- Secane Station - \$29.90M (Prior Years - FY2021)
- Willow Grove Station - \$20.89M (Prior Years - FY2024)
- Malvern Station High Level Platforms - \$15.26M (FY2026 - FY2032)
- Devon Station - \$20.00M (FY2026 - FY2032)
- Glenside Station - \$24.75M (FY2026 - FY2032)
- Ivy Ridge Station - \$18.50M (FY2026 - FY2032)
- Marcus Hook Station - \$22.50M (FY2026 - FY2032)
- Roslyn Station - \$6.50M (FY2024 - FY2030)
- Stenton Station - \$7.15M (FY2026 - FY2032)
- Wissahickon Station - \$28.20M (FY2026 - FY2032)
- Wyndmoor Station - \$19.50M (FY2026 - FY2032)
- Wynnewood Station - \$19.50M (FY2026 - FY2030)

#### Transit Stations

- 5th Street Station - \$27.52M (Prior Years - FY2022)
- 8th Street Customer Service Office - \$0.24M (FY2021 - FY2022)
- 11th Street Station - \$9.51M (Prior Years - FY2023)
- 30th Street Station Improvements Phase A - \$28.55M (Prior Years - FY2024)
- 30th Street Station Improvements Phase B - \$38.80M BUILD funded project (Prior Years - FY2023)
- 34th Street Station - \$31M (FY2024 - FY2030)
- Center City Concourses Improvements - \$59.65M (Prior Years - FY2026)
- Erie Station on the Broad Street Line - \$9.02M (Prior Years - FY2026)
- Hunting Park Station - \$12.5M (FY2024 - FY2026)
- Snyder Station - \$9.80M (FY2024 - FY2027)
- Spring Garden Station - \$7.37M (FY2024 - FY2026)
- Susquehanna-Dauphin Station - \$22.50M (Prior Years - FY2023)
- Tasker-Morris Station - \$9.80M - (Prior Years - FY2023)
- Villanova Station on the Norristown High Speed Line - \$4.00M (FY2021 - FY2024)
- Chinatown Station - \$12.50M (FY2026 - FY2032)
- Ellsworth-Federal Station - \$9.80M (FY2026 - FY2032)
- Fairmount Station - \$18.00M (FY 2026 - FY2032)
- Logan Station - \$12.50M (FY2026 - FY2032)
- Lombard-South Station - \$9.80M (FY2026 - FY2032)
- Wyoming Station - \$5.00M (FY2026 - FY2032)

#### Bus and Trolley Loop Program

- Bethlehem Pike - \$3.38M (FY2021 - FY2023)
- Rising Sun and Olney - \$1.60M (FY2022 - FY2024)
- Westmoreland - \$2.00M (Prior Years - FY2021)
- Wissahickon Transportation Center - \$17.64M (Prior Years - FY2022)
- Boulevard Direct Bus Phase B - \$2.50M (FY2021 - FY2022)
- Wycombe - \$1.75M (FY2023 - FY2025)

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

- Ridge and Summit - \$1.75M (FY2026 - FY2032)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	7,205											
ERC	1514	15,551											
ERC	LOC	517											
ERC	1514		25,285										
ERC	LOC		841										
ERC	1514			29,410									
ERC	LOC			980									
ERC	1514				45,480								
ERC	LOC				1,515								
ERC	1514					44,840							
ERC	LOC					1,495							
ERC	1514						40,175						
ERC	LOC						1,339						
ERC	1514							45,479					
ERC	LOC							1,515					
ERC	1514								44,006				
ERC	LOC								1,466				
ERC	1514									62,633			
ERC	LOC									2,087			
ERC	1514										46,810		
ERC	LOC										1,560		
ERC	1514											54,194	
ERC	LOC											1,806	
ERC	1514												38,700
ERC	LOC												1,290
		<b>23,273</b>	<b>26,126</b>	<b>30,390</b>	<b>46,995</b>	<b>46,335</b>	<b>41,514</b>	<b>46,994</b>	<b>45,472</b>	<b>64,720</b>	<b>48,370</b>	<b>56,000</b>	<b>39,990</b>
		<b>Total FY2021-2024</b>		<b>126,784</b>		<b>Total FY2025-2028</b>			<b>180,315</b>	<b>Total FY2029-2032</b>		<b>209,080</b>	

# DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; retaining walls; culverts; 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.
- Communications & Signal 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, and other support functions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	47,008											
ERC	LOC	1,567											
ERC	1514		47,976										
ERC	LOC		1,599										
ERC	1514			48,944									
ERC	LOC			1,631									
ERC	1514				49,912								
ERC	LOC				1,663								
ERC	1514					50,879							
ERC	LOC					1,696							
ERC	1514						51,847						
ERC	LOC						1,728						
ERC	1514							52,815					
ERC	LOC							1,760					
ERC	1514								53,783				
ERC	LOC								1,792				
ERC	1514									54,750			
ERC	LOC									1,825			
ERC	1514										55,718		
ERC	LOC										1,857		
ERC	1514											56,686	
ERC	LOC											1,889	
ERC	1514												57,654
ERC	LOC												1,921

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

48,575	49,575	50,575	51,575	52,575	53,575	54,575	55,575	56,575	57,575	58,575	59,575
Total FY2021-2024		200,300		Total FY2025-2028		216,300		Total FY2029-2032		232,300	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The procurements of 35 additional battery electric buses are part of a pilot program to evaluate the viability of cost-effective "green technology" buses on SEPTA's diverse service territory.

In August 2018, the Federal Transit Administration awarded SEPTA a "Low or No Emission Program" (Low-No) grant to assist in the purchase of 10 new battery-electric buses and related infrastructure and equipment. This \$1.5 million grant represents the differential in price over 10 diesel-electric hybrid buses. These buses will operate on routes originating from Midvale Bus Garage.

25 battery electric buses are on Routes 29 and 79 in South Philadelphia and SEPTA is collecting information regarding their performance. These buses are part of the ongoing battery electric bus pilot program that SEPTA is currently operating.

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses are being delivered over a 5-year period that began in 2017 and will be completely delivered by 2020.

SEPTA is currently analyzing data from its electric bus pilot program as well as exploring emerging technologies utilized throughout the transit industry as it begins efforts to procure the next round of Bus Fleet Replacement vehicles.

This program also provides funding for future bus procurements in FY 2021 through FY 2032.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	1514	4,136											
PUR	LOC	135											
PUR	OTH	45,153											
PUR	5307		14,991										
PUR	5339		9,206										
PUR	1514		9,987										
PUR	LOC		333										
PUR	5307			37,711									
PUR	5339			9,206									
PUR	1514			11,185									
PUR	LOC			1,017									
PUR	5307				45,711								
PUR	5339				9,206								
PUR	1514				17,420								
PUR	LOC				585								
PUR	5307					53,711							
PUR	5339					9,206							
PUR	1514					19,355							
PUR	LOC					646							
PUR	5307						53,711						
PUR	5339						9,206						
PUR	1514						19,355						
PUR	LOC						645						
PUR	5307							65,712					

# DVRPC FY2021-2024 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

PUR	5339							9,206												
PUR	1514							22,256												
PUR	LOC							740												
PUR	5307								65,711											
PUR	5339								9,206											
PUR	1514								22,256											
PUR	LOC								744											
PUR	5307									65,712										
PUR	5339									9,206										
PUR	1514									22,258										
PUR	LOC									740										
PUR	5307										67,711									
PUR	5339										9,206									
PUR	1514										19,246									
PUR	LOC										613									
PUR	5307											32,947								
PUR	5339											9,206								
PUR	1514											14,332								
PUR	LOC											480								
PUR	5307																			41,370
PUR	5339																			9,206
PUR	1514																			16,368
PUR	LOC																			548
		<b>49,424</b>	<b>34,517</b>	<b>59,119</b>	<b>72,922</b>	<b>82,918</b>	<b>82,917</b>	<b>97,914</b>	<b>97,917</b>	<b>97,916</b>	<b>96,776</b>	<b>56,965</b>	<b>67,492</b>							
		<b>Total FY2021-2024</b>		<b>215,982</b>			<b>Total FY2025-2028</b>	<b>361,666</b>				<b>Total FY2029-2032</b>	<b>319,149</b>							

# DVRPC FY2021-2024 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

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project, which will be advanced in phases, will include the construction of full length high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. Phase 1, which is complete, encompasses the construction of high-level platforms with canopies and wind screens; stormwater management improvements; and a new station building. The station facilities are fully ADA compliant. New lighting, signage, security features, and passenger amenities were also provided. The total cost of Phase 1 was \$28.23M.

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 2 is estimated to cost \$6M.

Phase 3 will provide for the development and construction of a fully accessible parking expansion. This phase is estimated to cost \$32.16M and will be advanced pending identification of a funding source.

The total project cost (Phases 1, 2, & 3) is \$66.39M. Funding is programmed as follows: Prior year funds in the amount of \$28.23M, and \$6M in FY 2031 through 2032.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ERC	5307											15,200		
ERC	1514											3,678		
ERC	LOC											122		
ERC	5307												15,712	
ERC	1514												3,802	
ERC	LOC												126	
		0	0	0	0	0	0	0	0	0	0	19,000	19,640	
		Total FY2021-2024				0	Total FY2025-2028				0	Total FY2029-2032		38,640



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 95402 *Bridge Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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) - \$30.00M (FY 2024 - FY2027)  
Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35.00M (FY2024 - FY2032) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue
- Critical Bridge Program (System wide) - \$64.20M (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$57.05M (Prior Years - FY2014; FY2026 - FY2032) Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10.00M (Prior Years - FY2021)  
Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY2021)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2021 - FY2024)
- Suburban Rail Transit Critical Bridge Program - \$34.6M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	400											
ERC	1514	12,089											
ERC	LOC	403											
ERC	5307		1,600										
ERC	1514		11,975										
ERC	LOC		399										
ERC	5307			4,800									
ERC	1514			19,579									
ERC	LOC			962									
ERC	1514				24,633								
ERC	LOC				821								
ERC	1514					24,085							
ERC	LOC					803							
ERC	1514						23,885						
ERC	LOC						796						
ERC	1514							24,063					
ERC	LOC							802					
ERC	1514								24,067				
ERC	LOC								802				
ERC	1514									20,642			

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	LOC								688				
ERC	1514								24,168				
ERC	LOC								805				
ERC	1514								23,684				
ERC	LOC								789				
ERC	1514											20,756	
ERC	LOC											692	
		12,892	13,974	25,341	25,454	24,888	24,681	24,865	24,869	21,330	24,973	24,473	21,448
		Total FY2021-2024		77,661	Total FY2025-2028		99,303	Total FY2029-2032		92,224			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 102565** *Track Improvement Program*

**LIMITS** System-wide

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

MRPID:AY

**MUNICIPALITIES:**

**FC:**

AQ Code:M9

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Market-Frankford Line Bridge Street Yard Program - \$3.00M (FY2024 - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$29.60M (Prior Years - FY2024)
- Route 101/102 Yard Tracks Program - \$7.10M (FY2021 - FY2026)
- Track and ROW Rail Service Improvements - \$19.25M (Ongoing)
- Trolley Tunnel Track Renewal - \$24.15M (Ongoing)
- Track and Right of Way Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$30.68M (FY2026 - FY2032)
- Norristown Station Regional Rail 3rd Track - \$27.25M (FY2026 - FY2032)
- Market-Frankford Line Haunch Repairs - \$.1M (Ongoing)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	1514	3,287											
CAP	LOC	110											
CAP	1514		3,532										
CAP	LOC		118										
CAP	1514			4,543									
CAP	LOC			151									
CAP	1514				4,633								
CAP	LOC				154								
CAP	1514					4,541							
CAP	LOC					151							
CAP	1514						5,500						
CAP	LOC						183						
CAP	1514							3,905					
CAP	LOC							130					
CAP	1514								4,519				
CAP	LOC								151				
CAP	1514									8,803			
CAP	LOC									293			
CAP	1514										8,807		
CAP	LOC										293		
CAP	5307											1,584	
CAP	1514											7,274	
CAP	LOC											242	
CAP	5307												14,801
CAP	1514												8,512
CAP	LOC												284

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

3,397	3,650	4,694	4,787	4,692	5,683	4,035	4,670	9,096	9,100	9,100	23,597
Total FY2021-2024		16,528	Total FY2025-2028		19,080	Total FY2029-2032		50,893			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 102567**    *Roof Program*    **Return**  
**LIMITS** System-wide    No Let Date  
**IMPROVEMENT** Transit Improvements    **NHPP:**  
**MUNICIPALITIES:**    **FC:**    AQ Code:M8  
**PLAN CENTER:**    IPD: 29  
**PROJECT MANAGER:**    **CMP:** Not SOV Capacity Adding

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 - \$1.75M (FY2024 - FY2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2022)
- Courtland Shop Roof Replacement - \$8.80M (Prior Years - FY2022)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2025)
- Midvale Roof Replacement - \$30.03M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$3.40M (FY2025 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$64.82M (FY2025 - FY2032)

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5339	9,206											
ERC	1514	2,308											
ERC	LOC	77											
ERC	5307		4,000										
ERC	1514		4,648										
ERC	LOC		155										
ERC	5307			4,899									
ERC	1514			4,008									
ERC	LOC			134									
ERC	5307				4,800								
ERC	1514				5,828								
ERC	LOC				194								
ERC	5307					4,000							
ERC	1514					8,711							
ERC	LOC					289							
ERC	5307						4,000						
ERC	1514						8,090						
ERC	LOC						270						
ERC	5307							4,000					
ERC	1514							3,194					
ERC	LOC							106					
ERC	5307								4,000				
ERC	1514								4,752				
ERC	LOC								158				
ERC	5307									4,000			
ERC	1514									1,103			
ERC	LOC									37			
ERC	5307										2,000		
ERC	1514										967		
ERC	LOC										33		
ERC	5307											2,416	
ERC	1514											585	
ERC	LOC											19	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	5307											1,392	
ERC	1514											337	
ERC	LOC											11	
		11,591	8,803	9,041	10,822	13,000	12,360	7,300	8,910	5,140	3,000	3,020	1,740
		Total FY2021-2024		40,257	Total FY2025-2028		41,570	Total FY2029-2032		12,900			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's bus, rail, and facilities maintenance shops, and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems. This program also supports ongoing programs, including the wheel truing program, bus and steel wheel lift programs, underground storage tank replacement program, shop and yard upgrades, and paving improvements. In addition, this program addresses remediation and clean-up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability.

Currently programmed projects include:

- Broad Street Subway Stormwater- \$8.00M (FY2022-2024)
- Environmental Cleanup - \$7.98M (Ongoing)
- Frazer Rail Shop and Yard Upgrade\* - \$139.00M (Prior Years - FY2023)
- Garage/Shop Overhead & Fire Doors - \$7.50M (FY2025 - FY2029)
- Powelton Yard Facility Improvements - \$3.92M (Prior Years - FY2022)
- Steel Wheel Lift Program - \$6.79M (FY2025 - FY2030)
- Underground Storage Tank Replacement Program - \$11.04M (Prior Years - FY2020; FY2025 - FY2030)
- Vehicle Washer Program - \$14.00M (FY2025 - FY2030)
- Wayne Junction Shop Improvements \$11.25M (Prior Years - FY2023)
- Boiler Replacement Program - \$3.50M (FY2026 - FY2032)
- Bus Lift Program - \$6.00M (FY2024 - FY2032)
- Wheel Truing Program - \$8.40M (Prior Years - FY2021; FY2024 - FY2028)
- Wyoming Complex Storm Water Retrofits - \$2.92M (FY2020 - FY2022)

\*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding 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 replaced and mechanical equipment will be replaced. The budget for this project is \$139 million.

TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	18,871											
ERC	LOC	629											
ERC	OTH	18,292											
ERC	1514		16,637										
ERC	LOC		1,071										
ERC	1514			13,009									
ERC	LOC			950									
ERC	1514				8,903								
ERC	LOC				297								
ERC	1514					7,500							
ERC	LOC					250							
ERC	1514						7,500						
ERC	LOC						250						
ERC	1514							9,194					
ERC	LOC							306					
ERC	1514								8,816				
ERC	LOC								294				
ERC	1514									8,226			
ERC	LOC									274			
ERC	1514										9,300		
ERC	LOC										310		

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	1514											2,687	
ERC	LOC											90	
		37,792	17,708	13,959	9,200	7,750	7,750	9,500	9,110	8,500	9,610	2,777	0
		Total FY2021-2024		78,659	Total FY2025-2028		34,110		Total FY2029-2032		20,887		



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102571 *Communications, Signals, & Technology Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control on the Route 101/102 Trolley lines, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, Enterprise applications, and the Capital Project Management System.

Currently programmed projects include:

- Interlocking Improvement Program - \$120.46M (Ongoing)
- Positive Train Control - \$167.00M (Prior Year funding \$160.3M; FY 2021 \$6.7M)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$70.99M (Prior Years - FY 2022)
- Broad Street Line Ridge Spur Signals - \$8.66M (Prior Years - FY2022)
- Broad Street Line Signals - \$65.00M (FY2025 - FY2031)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control - \$76.40M (Prior Years - FY2022)
- Trolley Signal System - \$35.00M (FY2027 - FY2032)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$92.5M (Prior Years - FY2026)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2023)
- Control Center Wall Display - \$3.89M (FY2020- FY2022)
- Crash Hardened Video Recorders - \$4.80M (Prior Years - FY2022)
- Operations Training Simulator - \$6.59M (Prior Years - FY2022)
- Video Systems Refreshment Program - \$21.47M (Prior Years - FY 2023; FY2027 - FY2031)
- Information Technology Program - \$61.28M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	1514	46,111											
CAP	LOC	1,537											
CAP	1514		45,406										
CAP	LOC		1,513										
CAP	1514			37,146									
CAP	LOC			1,445									
CAP	1514				36,774								
CAP	LOC				1,225								
CAP	1514					31,049							
CAP	LOC					1,034							
CAP	1514						34,274						
CAP	LOC						1,142						
CAP	1514							36,775					
CAP	LOC							1,226					
CAP	1514								37,452				
CAP	LOC								1,248				
CAP	1514									39,097			
CAP	LOC									1,303			
CAP	1514										35,807		
CAP	LOC										1,193		
CAP	1514											35,691	
CAP	LOC											1,189	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	1514											23,678	
CAP	LOC											789	
		47,648	46,919	38,591	37,999	32,083	35,416	38,001	38,700	40,400	37,000	36,880	24,467
		Total FY2021-2024		171,157	Total FY2025-2028		144,200	Total FY2029-2032		138,747			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Sharon Hill Flood Mitigation - \$12.18M (Prior Years - FY2022)
- Shoreline Stabilization on Manayunk/Norristown Line - \$8.46M (Prior Years - FY2022)
- Operator Shields - \$12.51M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.58M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY2022)
- Grade Crossing Enhancement Program - \$12.00M (Ongoing)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59M (Prior Years - FY2022)
- Midvale Facility & Security Enhancements - \$23.20M (FY2026 - FY2032)
- Safety & Security Infrastructure Hardening Program - \$43.50M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$39.53M (Ongoing)
- Station Ventilation Improvements at Jefferson, Suburban, and NRG Stations - \$25.08M (Prior Years - FY2032)
- On-Site Power for Major Facilities - \$6.00M (FY2026 - FY2032)
- Safety & Security Technology Upgrades - \$31.00M (FY2026 - FY2032)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	4,000											
ERC	CARES	10,900											
ERC	1514	7,198											
ERC	LOC	240											
ERC	1514		19,898										
ERC	LOC		1,593										
ERC	1514			20,305									
ERC	LOC			677									
ERC	1514				18,083								
ERC	LOC				602								
ERC	1514					18,144							
ERC	LOC					605							
ERC	1514						18,442						
ERC	LOC						614						
ERC	1514							21,773					
ERC	LOC							726					
ERC	1514								21,669				
ERC	LOC								722				
ERC	1514									26,128			
ERC	LOC									871			
ERC	1514										25,160		
ERC	LOC										837		
ERC	1514											27,580	
ERC	LOC											919	
ERC	1514												35,204
ERC	LOC												1,173

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

22,338	21,491	20,982	18,685	18,749	19,056	22,499	22,391	26,999	25,997	28,499	36,377
Total FY2021-2024		83,496		Total FY2025-2028		82,695		Total FY2029-2032		117,872	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 115472**    *Projects of Significance* **New**

**LIMITS** No Let Date

**IMPROVEMENT** Transit Improvements **NHPP:**

**MUNICIPALITIES:** **FC:** AQ Code:NRS

**PLAN CENTER:** **IPD:**

**PROJECT MANAGER:** **CMP:** Not SOV Capacity Adding

SEPTA continues to seek long-term funding to complete Projects of Significance, which are projects identified as key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion.

SEPTA's current Transit Projects of Significance include the King of Prussia Rail project and Trolley Modernization. These transformative projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region.

King of Prussia Rail- 15% Design & Environmental Impact Statement - \$1.37M (Prior Years to FY2021)

This project will provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia. The project will promote and strengthen regional growth by connecting the three largest employment centers in the region: Center City, University City and King of Prussia.

Project highlights include: 4 miles of elevated rail; 5 new fully ADA-compliant stations; 2 park-and-ride facilities; doubling ridership on the NHSL to 9,500 daily trips; and total travel time from 13th and Market Street to end of extension in under 40 minutes.

An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) was completed for the project in 2017 and identified the PECO / Turnpike - 1st Ave. alignment as the Locally Preferred Alternative (LPA). The Final Environmental Impact Statement (FEIS) is currently underway. SEPTA awarded a contract for the Project Development phase (preliminary engineering) in January 2019. Funding programmed in Fiscal Year 2021 will complete Project Development to the 15% design level.

SEPTA is currently evaluating funding strategies to advance this project to the 30% design level. Final design, construction, and acquisition of new railcars is currently estimated to cost \$1.2 billion and will require additional sources of funding. Prior Year funds in the amount of \$20.2M have been committed to the project.

Trolley Acquisition and Infrastructure - Early Action Efforts \$54.78M (Prior Years - FY2025)

This project provides for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. These rail transit lines currently operate with 141 light rail vehicles that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004.

In support of the vehicle acquisition, this project will also require an infrastructure modernization program. The modern light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, station and in-street stop upgrades, track and bridge improvements, fare payment and maintenance facilities.

- The goals of the Trolley Modernization project are:
- A system in full compliance with the Americans with Disabilities Act;
  - A safe and improved customer experience;
  - Providing a faster, higher capacity service; and
  - Reducing operating costs with modern and efficient vehicles.

The result will be an improved customer experience, increased capacity, and a higher degree of cost effectiveness.

The total estimated cost of the Trolley Modernization project is \$1.55 billion. Prior year funds in the amount of \$5M have been committed to the project. Funds allocated in this program will advance an early action phase, which includes vehicle specification development, development of preliminary modern trolley station design concepts, evaluation of capacity and ridership trends, investigating potential funding sources, and developing a public-facing outreach and messaging program to support and advance the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	1514	9,063											
PE	LOC	302											
PE	1514		5,374										

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

PE	LOC		179										
PE	1514			5,807									
PE	LOC			193									
PE	1514				9,678								
PE	LOC				322								
PE	1514					9,678							
PE	LOC					322							
PE	1514						9,678						
PE	LOC						322						
		9,365	5,553	6,000	10,000	10,000	10,000	0	0	0	0	0	0
		<b>Total FY2021-2024</b>		<b>30,918</b>		<b>Total FY2025-2028</b>	<b>20,000</b>			<b>Total FY2029-2032</b>	<b>0</b>		

<b>Total For</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2021-2024</b>	<b>2025-2028</b>	<b>2029-2032</b>
<b>SEPTA</b>	\$693,236	\$610,608	\$645,559	\$640,439	\$2,589,842	\$2,561,741	\$2,561,673



Interstate Management Program for the  
FY2021 STIP for the DVRPC Subregion

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## I-95 Reconstruction Project Roadmap

The I-95 Corridor is home to many regional destinations. These destinations include employment centers like Center City Philadelphia, major transportation/port facilities such as the Philadelphia International Airport and several port terminals, and sports, recreational and entertainment venues. The corridor also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes. This corridor is a limited access facility built in the 1960s, with major sections still under construction in the 1970s and the Girard Point Bridge not opening until the middle of the 1980s.

More than \$2.7 billion has been programmed for PennDOT's long-term, multi-phase initiative to rebuild and improve approximately eight miles of I-95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia in Pennsylvania, also known as Sector A. Over the next decade, PennDOT will focus on reconstructing this 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 40 individual sub-projects with 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. As of the adoption of the FY2021 TIP, the following sections are currently under construction, the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and 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 51:, on the next page, shows a breakdown of the individual projects and programming amounts in the FY2021 STIP.

PennDOT has a number of 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), as well as some that are "off-line", e.g. not on the I-95 main-line, that provide benefit or are required for I-95 roadway construction improvements in the corridor. 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. For example, a major enhancement along the corridor will cap over I-95 and Columbus Boulevard near Penn's Landing and will re-connect Center City with the Delaware River Waterfront.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29% 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 51: I-95 FY2021 STIP Funding

SECTOR A	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the FY2021 STIP for PA (\$000)			
					First FY (2021-2024)	Second FY (2025-2028)	Third FY (2029-2032)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Sts	46,000	18,654		64,654
		BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	16,400	13,300		29,700
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	76,000			76,000
	Levick Street to Bridge Street (BSR)	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	61,601	152,510	62,254	276,365
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass	1,126	5,970		7,096
		BS5	103563	I-95 Bridge Street Ramps	14,114	37,648	57,846	109,608
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)	12,000	20,600		45,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)	48,901			48,901
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaeaf Lane to I-95 north of Margaret St.	47,649	155,000	130,964	333,613
		BR4	103559	I-95 Betsy Ross Mainline SB		122,298	93,030	215,328
		BR5	10356	I-95 Betsy Ross Conrail Bridges		40,000	11,655	51,655
		BR6	103561	I-95 Betsy Ross Interchange Drainage	3,649	4,000		7,649
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek (AFC) (Design)	17,000	36,100		53,100
		AF2	79912	I-95: Allegheny Ave. Interchange	45,138			45,138
		AF3	103557	I-95N Ann St. to Wheatshaeaf Lane, Allegheny Ave. South of Frankford Creek	11,122	140,000	87,218	238,340
		AF4	10355 <sub>R</sub>	I-95SB Ann St. to Wheatshaeaf Lane		1,194	209,017	210,211
		GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	24,391	17,355		41,746
	Girard Avenue Interchange (GIR)	GR1	79686	I-95: Columbia Ave. to Ann St.	500			500
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	120,000	25,630		145,630
		GR5	79828	I-95: Race to Shackamaxon Sts.	21,391	171,099	36,744	229,234
		GR6	10355	I-95 Race - Shackamaxon 2 Sts.	60,300	125,000	20,657	205,957
		GR8	103555	I-95 Corridor ITS	34,265			34,265
		GR9	103556	I-95 ATMS (GR9)			83,554	83,554
		95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	3,900	115,927		119,827
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	1,322			1,322
			92581	I-95: Pavement Preservation NB	13,000			13,000
	Other I-95 Projects		46959	I-95 Design Review Manager	4,000			4,000
		92289	I-95 Consultant Management	8,000			8,000	
		98207	I-95 Congestion Management	43,000			43,000	
CSXT-Sector C		104343	US 322 over CSX	48,898			48,898	
CAP		106264	I-95 Central Access Philadelphia/Waterfront Access	196,561	41,806		238,367	
		106708	I-95 Planning Assistance	400			400	
		106654	I-95 Transportation Demand Management (TMA)	500			500	
	107709	I-95 Bridge Repairs (95/MB4)	15,784			15,784		
	114876	Studies Line Item	4,000	4,000		8,000		
<b>Total Amount of Funds Programmed in FY2021 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000):</b>								<b>3,041,942</b>

- Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
- Yellow shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.
- Red shading denotes project in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).
- Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.

Source: DVRPC 2020

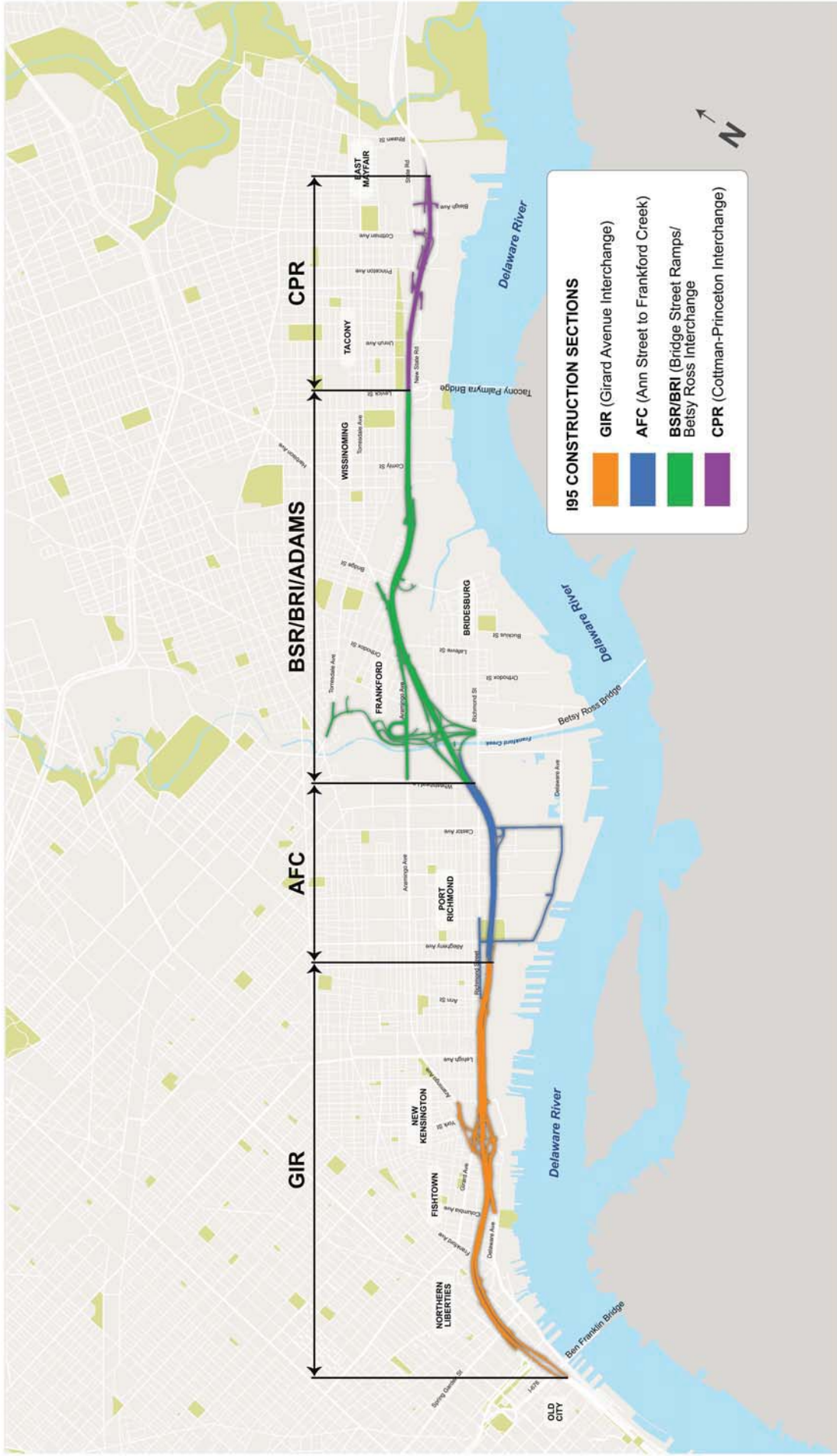


Figure 11: I-95 Sector A Map of Construction Sections

**I95 SECTOR A**  
Map Of Construction Sections

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# DVRPC FY2021-2024 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

MRPID:115

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 22

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

**CMP:** Major SOV Capacity

**CMP Subcorridor(s):** 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. 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.

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. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	581-IM		1,300											
PE	581-IM			1,300										
PE	581-IM				1,300									
CON	NHPP-IM					30,000								
CON	NHPP-IM						30,000							
CON	NHPP-IM							30,000						
CON	NHPP-IM								25,927					
		0	1,300	1,300	1,300	30,000	30,000	30,000	25,927	0	0	0	0	
		<b>Total FY2021-2024</b>			<b>3,900</b>	<b>Total FY2025-2028</b>			<b>115,927</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 92581 I-95: Pavement Preservation NB

LIMITS: I-95 from Delaware State Line to Philadelphia

Actl Let Date: 6/13/2019

MUNICIPALITIES: Chester City; Chester Township; Lower Chichester Township; Ridley Township; Ridley Park Bor

IMPROVEMENT: Roadway Rehabilitation

FC: 11

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14C, 14D

This project includes milling and repaving of I-95 from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tinicum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlaid. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM*	5,850											
CON	581-IM*	650											
CON	NHPP-IM*		5,850										
CON	581-IM*		650										
		6,500	6,500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		13,000		Total FY2025-2028				0			
						Total FY2029-2032				0			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 104821 I-476 Travel Management

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

:MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 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: 1) 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; 2) 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; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	TOLL													
PE	sSTP	2,250												
FD	TOLL													
FD	sSTP	3,000												
FD	TOLL													
FD	sSTP		2,500											
ROW	TOLL													
ROW	sSTP			250										
UTL	sSTP			300										
CON	TOLL													
CON	sSTP				11,000									
CON	TOLL					11,000								
CON	sSTP						11,000							
CON	sSTP							11,000						
CON	TOLL													
CON	TOLL													
CON	sSTP								10,000					
		5,250	2,500	550	11,000	11,000	11,000	11,000	10,000	0	0	0	0	
		Total FY2021-2024			19,300	Total FY2025-2028			43,000	Total FY2029-2032				0



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 112298 SR 476: I-76 Interchange to MacDade

New

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township; Ridley

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on SR 476 from the I-76 interchange to MacDade Blvd. interchange

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	NHPP-IM						18,000								
CON	581-IM						2,000								
CON	NHPP-IM							13,300							
CON	581-IM							1,478							
		0	0	0	0	0	20,000	14,778	0	0	0	0	0		
		Total FY2021-2024				0	Total FY2025-2028			34,778	Total FY2029-2032				0

Total For Delaware	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$11,750	\$10,300	\$1,850	\$12,300	\$36,200	\$193,705	\$0



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Lower Merion Township; Upper Merion Township; West Conshohocken Borough

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

corridor(s): 1A, 2B, 3B, 3C, 8C, 9B

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	SPK-NHPP	12,000											
FD	TOLL												
ROW	SPK-NHPP		6,400										
ROW	TOLL												
ROW	SPK-NHPP			6,400									
ROW	TOLL												
ROW	SPK-NHPP				6,400								
ROW	TOLL												
UTL	TOLL												
UTL	SPK-NHPP	15,000											
CON	TOLL												
CON	SPK-NHPP			15,000									
CON	SPK-NHPP				20,000								
CON	TOLL												
CON	TOLL												
CON	SPK-NHPP					20,000							
CON	TOLL												
CON	SPK-NHPP						20,000						
CON	TOLL												
CON	SPK-NHPP							20,000					
CON	SPK-NHPP								20,000				
CON	TOLL												

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Montgomery

CON SPK-NHPP									19,634			
CON TOLL												
CON TOLL												
CON SPK-NHPP									19,634			
CON SPK-NHPP										19,634		
CON TOLL												
CON TOLL												
CON SPK-NHPP												19,634
	27,000	6,400	21,400	26,400	20,000	20,000	20,000	20,000	19,634	19,634	19,634	19,634
	Total FY2021-2024			81,200	Total FY2025-2028				80,000	Total FY2029-2032		78,536

Total For Montgomery	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$27,000	\$6,400	\$21,400	\$26,400	\$81,200	\$80,000	\$78,536

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 17821** I-95: Shackamaxon Street to Ann Street (GIR) - Design SR:0095

**LIMITS:** Shackamaxon Street to Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14; 16

AQ Code:2035M

**PLAN CENTER:** Metropolitan Center

IPD: 21

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	NHPP-IM		200										
PE	581-IM		50										
PE	NHPP-IM			800									
PE	581-IM			200									
FD	NHPP-IM	4,629											
FD	581-IM	1,157											
FD	NHPP-IM		4,628										
FD	581-IM		1,157										
FD	NHPP-IM			4,628									
FD	581-IM			1,157									
FD	NHPP-IM				4,628								
FD	581-IM				1,157								
FD	NHPP-IM					4,628							
FD	581-IM					1,157							
FD	NHPP-IM						4,628						
FD	581-IM						1,157						

## Pennsylvania - Interstate Management Program

### Philadelphia

FD	NHPP-IM					4,628						
FD	581-IM					1,157						
		5,786	6,035	6,785	5,785	5,785	5,785	5,785	0	0	0	0
		Total FY2021-2024			24,391	Total FY2025-2028		17,355	Total FY2029-2032		0	

**MPMS# 46959 I-95 Design Review Manager SR:0095**

**LIMITS:** Race St. to Neshaminy Creek

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Other

**FC:** 11

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	NHPP-IM	800											
PE	581-IM	200											
PE	NHPP-IM		800										
PE	581-IM		200										
PE	NHPP-IM			800									
PE	581-IM			200									
PE	NHPP-IM				800								
PE	581-IM				200								
		1,000	1,000	1,000	1,000	0	0	0	0	0	0	0	0
		Total FY2021-2024			4,000	Total FY2025-2028		0	Total FY2029-2032		0		

# DVRPC FY2021-2024 TIP for PA

## 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: 21

**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 (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret 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 Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf 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, 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 Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the Delaware Ave. Extension. A new on-ramp from Tacony St. and the 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 Wheatsheaf 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP-IM	4,500											
FD	581-IM	500											
FD	NHPP-IM			4,500									

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

FD	581-IM		500										
FD	NHPP-IM			4,500									
FD	581-IM			500									
FD	NHPP-IM				10,170								
FD	581-IM				1,130								
ROW	NHPP-IM			1,260									
ROW	581-IM			140									
ROW	NHPP-IM				900								
ROW	581-IM				100								
ROW	NHPP-IM					900							
ROW	581-IM					100							
		<b>5,000</b>	<b>0</b>	<b>5,000</b>	<b>6,400</b>	<b>12,300</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>16,400</b>	<b>Total FY2025-2028</b>		<b>13,300</b>	<b>Total FY2029-2032</b>		<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47812** **I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095**

**LIMITS:** Wheatshaeaf Lane to Orthodox Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**PLAN CENTER:**

IPD: 20

**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 Wheatshaeaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane 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 Wheatshaeaf 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP-IM			5,400									
FD	581-IM			600									
FD	NHPP-IM				5,400								
FD	581-IM				600								
FD	NHPP-IM					18,540							
FD	581-IM					2,060							
		0	0	6,000	6,000	20,600	0	0	0	0	0	0	0
		Total FY2021-2024			12,000	Total FY2025-2028			20,600	Total FY2029-2032			0





# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47813** I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095

**LIMITS:** Ann St. to Wheatsheaf Lane

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**PLAN CENTER:**

IPD: 20

**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 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 which will provide direct access to the Betsy Ross Bridge from NB I-95.

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 \$2.77 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 (Sector A) 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 context of the construction section. This reconstruction of I-95 Sector A 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 47813, 79911, and 79912.

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

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581-IM	590											
PE	185-IM	410											
PE	581-IM		590										
PE	185-IM		410										
PE	581-IM			1,180									
PE	185-IM			820									
PE	185-IM				820								
PE	581-IM				1,180								

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

FD	185-IM	615																		
FD	581-IM	885																		
FD	581-IM		885																	
FD	185-IM		615																	
FD	185-IM			1,230																
FD	581-IM			1,770																
FD	581-IM				2,950															
FD	185-IM				2,050															
FD	581-IM					7,729														
FD	185-IM					5,371														
FD	581-IM						4,130													
FD	185-IM						2,870													
FD	581-IM							4,720												
FD	185-IM							3,280												
FD	581-IM								4,720											
FD	185-IM								3,280											
FD	581-IM									4,720										
FD	185-IM									3,280										
		2,500	2,500	5,000	7,000	13,100	7,000	8,000	8,000	0	0	0	0							
		<b>Total FY2021-2024</b>		<b>17,000</b>		<b>Total FY2025-2028</b>		<b>36,100</b>		<b>Total FY2029-2032</b>		<b>0</b>								

## 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: 21

**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. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM*	30,000											
CON	TOLL												
CON	NHPP-IM*		30,000										
CON	TOLL												
CON	NHPP-IM*			30,000									
CON	TOLL												
CON	NHPP-IM*				30,000								
CON	TOLL												
CON	NHPP-IM*					25,630							
		<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>25,630</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>120,000</b>	<b>Total FY2025-2028</b>			<b>25,630</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79828** *I-95 Northbound: 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: 14

**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 northbound 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.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM	4,500											
ROW	581-IM	500											
UTL	NHPP-IM			7,200									
UTL	581-IM			800									
UTL	NHPP-IM				7,552								
UTL	581-IM				839								
CON	TOLL												
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NFP						61,099						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM								40,000				
CON	TOLL												
CON	NHPP-IM									36,774			
		<b>5,000</b>	<b>0</b>	<b>8,000</b>	<b>8,391</b>	<b>30,000</b>	<b>61,099</b>	<b>40,000</b>	<b>40,000</b>	<b>36,774</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>21,391</b>	<b>Total FY2025-2028</b>			<b>171,099</b>	<b>Total FY2029-2032</b>			<b>36,774</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79904**      **I-95: Betsy Ross Section Ramps A&B (BR2)**

**LIMITS:** Wheatshaeaf Lane to Orthodox St. Crossing

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:R1

**PLAN CENTER:**

IPD: 20

**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, I-95 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 in the City of Philadelphia. 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 \$2.77 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 (Sector A) 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 context of the construction section. This reconstruction of I-95 Sector A 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	NFP	10,000												
CON	TOLL													
CON	NHPP-IM		20,000											
CON	TOLL													
CON	NHPP-IM			18,901										
		<b>10,000</b>	<b>20,000</b>	<b>18,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>48,901</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 79905 I-95: Betsy Ross Mainline Northbound (BR3)

LIMITS: Wheatsheaf 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: 20

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 Wheatsheaf 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 new bridges for I-95 northbound over Frankford Creek, Orthodox Street and Margaret Street. Pearce Street will be relocated out from underneath I-95. 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581-IM			3,000									
ROW	581-IM				3,556								
UTL	581-IM			1,093									
CON	TOLL												
CON	NHPP-IM				40,000								
CON	TOLL												
CON	NHPP-IM					35,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM								40,000				
CON	TOLL												
CON	NHPP-IM												
CON	TOLL												
CON	NHPP-IM												
										130,964			



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

	0	0	4,093	43,556	35,000	40,000	40,000	40,000	130,964	0	0	0
<b>Total FY2021-2024</b>	<b>47,649</b>				<b>Total FY2025-2028</b>	<b>155,000</b>			<b>Total FY2029-2032</b>	<b>130,964</b>		

**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:S10

**PLAN CENTER:**

IPD: 21

**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 Carver Street to Levick Street, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Carver Street to Levick Street;
- Replace the bridges that carry I-95 over Comly Street, and Van Kirk Street; and
- Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway.

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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	NHPP-IM*	25,000												
CON	TOLL													
CON	NHPP-IM*		25,000											
CON	TOLL													
CON	NHPP-IM			26,000										
		<b>25,000</b>	<b>25,000</b>	<b>26,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>76,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## 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:2035M

**PLAN CENTER:**

IPD: 21

**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 I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver 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 will be relocated to the new intersection of Tacony Street and Delaware Avenue in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Carver 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 Aramingo Avenue to Levick Street; (4) modify the traffic signals at Bridge and Tacony Streets, Bridge and James Streets, Tacony and Fraley Streets, and construct a new traffic signal at Tacony Street and Delaware Avenue; 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581-IM			2,000									
ROW	581-IM				2,700								
ROW	581-IM					2,510							
UTL	581-IM			3,000									
UTL	581-IM				3,901								
CON	TOLL												
CON	NHPP-IM			20,000									
CON	TOLL												
CON	NHPP-IM				30,000								
CON	TOLL												
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM								40,000				



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

CON TOLL									62,254			
CON NHPP-IM									62,254			
	0	0	25,000	36,601	32,510	40,000	40,000	40,000	62,254	0	0	0
<b>Total FY2021-2024</b>	<b>61,601</b>			<b>Total FY2025-2028</b>	<b>152,510</b>				<b>Total FY2029-2032</b>	<b>62,254</b>		

**MPMS# 79912** I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:S19

**PLAN CENTER:**

IPD: 14

**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. New signals are not interconnected. 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). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 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 (Sector A) 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 context of the construction section. This reconstruction of I-95 Sector A 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.

Phase	Fund	TIP Program Years (\$ 000)											
		FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM	4,008											
ROW	581-IM	445											
CON	TOLL												
CON	NHPP-IM	15,000											
CON	TOLL												
CON	NHPP-IM		15,000										
CON	TOLL												
CON	NHPP-IM			10,685									
		<b>19,453</b>	<b>15,000</b>	<b>10,685</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>				
		<b>45,138</b>			<b>0</b>				<b>0</b>				

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 80014** *I-95: Utility Relocation & Surface Sts (CP3)*

**LIMITS:** Cottman-Princeton Utility, Philadelphia

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 4B, 5G, 5H

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section CPR (MPMS #47394).

Utility relocation consists of relocating Philadelphia Water Dept sewer (114"-) main in Wissinoming Street (between Princeton and Bleigh Avenues). Associated roadway work includes pavement reconstruction on: Wissinoming Street, Milnor Street (between New State Rd and Bleigh Avenue) and Bleigh Avenue (between Milnor Street and State Rd). Left turn lanes will be added to SR 73 (New State Road) at Magee Avenue. Additional traffic, bicycle and pedestrian operational improvements will be made on surface streets that are part of the Cottman/Princeton interchange. Additional construction includes 1 retaining wall and traffic signal construction and/or timing modifications at up to 4 locations.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 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, 80014, 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 47394, 79683 and 79685.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	581-IM	500												
FD	581-IM		500											
CON	TOLL													
CON	NHPP-IM		15,000											
CON	TOLL													
CON	NHPP-IM			15,000										
CON	TOLL				15,000									
CON	NHPP-IM					18,654								
CON	TOLL													
CON	NHPP-IM													
		500	15,500	15,000	15,000	18,654	0	0	0	0	0	0	0	
		<b>Total FY2021-2024</b>			46,000	<b>Total FY2025-2028</b>				18,654	<b>Total FY2029-2032</b>			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 92289 I-95 Consultant Mgmt

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: EE/E. Elbich

CMP: Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PE	NHPP-IM	1,800													
PE	581-IM	200													
PE	NHPP-IM		1,800												
PE	581-IM		200												
PE	NHPP-IM			1,800											
PE	581-IM			200											
PE	NHPP-IM				1,800										
PE	581-IM				200										
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0		
		Total FY2021-2024			8,000	Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

## 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:** Intersection/Interchange Improvements

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD: 26

**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.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 102304 (Section GR6 Construction), 102305 (Section GR7 construction), 102309 (I95 Corridor Drainage).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
PRA	TOLL														
PRA	NHPP-IM	6,500													
PRA	TOLL														
PRA	NHPP-IM		10,000												
PRA	TOLL														
PRA	NHPP-IM			16,500											
PRA	TOLL														
PRA	NHPP-IM				10,000										
		<b>6,500</b>	<b>10,000</b>	<b>16,500</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2021-2024</b>			<b>43,000</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>				<b>0</b>

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103553** *I-95 Southbound: Race to Shackamaxon (GR6)*

**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: 14

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Minor 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). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM	4,500											
ROW	581-IM	500											
ROW	NHPP-IM		4,500										
ROW	581-IM		500										
UTL	NHPP-IM	4,635											
UTL	581-IM	515											
UTL	NHPP-IM		4,635										
UTL	581-IM		515										
CON	TOLL												
CON	NHPP-IM			20,000									
CON	TOLL												
CON	NHPP-IM				20,000								
CON	TOLL												
CON	NHPP-IM					20,000							
CON	TOLL												
CON	NHPP-IM						35,000						
CON	NHPP-IM							35,000					
CON	TOLL												
CON	TOLL												
CON	NHPP-IM								35,000				
CON	TOLL												
CON	NHPP-IM									20,657			

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

10,150	10,150	20,000	20,000	20,000	35,000	35,000	35,000	20,657	0	0	0
Total FY2021-2024		60,300		Total FY2025-2028		125,000		Total FY2029-2032		20,657	

**MPMS# 103555 I-95 Corridor ITS (GR8)**

**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: 30

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

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.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	NHPP-IM	450											
UTL	581-IM	50											
CON	TOLL												
CON	NHPP-IM		13,765										
CON	TOLL												
CON	NHPP-IM			10,000									
CON	TOLL												
CON	NHPP-IM				10,000								
		500	13,765	10,000	10,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		34,265		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

LIMITS: I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
UTL	581-IM								805						
UTL	581-IM									500					
CON	TOLL									83,054					
CON	NHPP-IM														
		0	0	0	0	0	0	0	805	83,554	0	0	0		
		Total FY2021-2024				0	Total FY2025-2028				805	Total FY2029-2032			83,554



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103557** *I-95 Northbound: Ann Street to Wheetshaeaf Lane (AF3)*

**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: 20

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheetshaeaf 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 Reconstruct 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 Wheetshaeaf 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. Existing I-95 has 4 lanes northbound. The proposed I-95 will have four lanes and an auxiliary lane northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. 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).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 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 (Sector A) 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 context of the construction section. This reconstruction of I-95 Sector A 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.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM			4,050									
ROW	581-IM			450									
ROW	NHPP-IM				4,050								
ROW	581-IM				450								
UTL	NHPP-IM			955									
UTL	581-IM			106									
UTL	NHPP-IM				955								
UTL	581-IM				106								
CON	TOLL												
CON	NHPP-IM					20,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	NHPP-IM							40,000					



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

CON TOLL												
CON NHPP-IM								40,000				
CON TOLL												
CON TOLL												
CON NHPP-IM										87,218		
	0	0	5,561	5,561	20,000	40,000	40,000	40,000	87,218	0	0	0
<b>Total FY2021-2024</b>			<b>11,122</b>		<b>Total FY2025-2028</b>	<b>140,000</b>			<b>Total FY2029-2032</b>	<b>87,218</b>		

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103558** *I-95 Southbound: Ann Street to Wheitsheaf Lane (AF4)*

**LIMITS:** I-95 Ann St to Wheitsheaf Lane

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD: 20

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheitsheaf 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. Replace the 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 Wheitsheaf 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. Existing I-95 has 4 lanes southbound. The proposed I-95 will have four lanes and an auxiliary lane southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue. 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).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 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 (Sector A) 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 context of the construction section. This reconstruction of I-95 Sector A 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.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
ROW	NHPP-IM								537						
ROW	581-IM								60						
UTL	NHPP-IM							537							
UTL	581-IM							60							
CON	TOLL														
CON	NFP									61,099					
CON	NHPP-IM									147,918					
		0	0	0	0	0	0	597	597	209,017	0	0	0		
		<b>Total FY2021-2024</b>				0	<b>Total FY2025-2028</b>				1,194	<b>Total FY2029-2032</b>			209,017

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

**LIMITS:** No Let Date  
**MUNICIPALITIES:** Philadelphia City MRPID:65  
**IMPROVEMENT:** Intersection/Interchange Improvements FC: AQ Code:2035M  
**PLAN CENTER:** IPD: 21  
**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 southbound mainline construction from Wheatsheaf 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 new bridges for I-95 southbound over Frankford Creek, Orthodox Street 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 AdvanSix 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	TOLL														
CON	NFP							61,099							
CON	TOLL								61,099						
CON	NFP														
CON	TOLL														
CON	NHPP-IM									93,030					
		0	0	0	0	0	0	61,099	61,099	93,030	0	0	0		
		<b>Total FY2021-2024</b>				0	<b>Total FY2025-2028</b>				122,198	<b>Total FY2029-2032</b>			93,030

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103560** I-95: Betsy Ross Section Conrail Bridges (BR5)

**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: 20

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Not SOV Capacity Adding

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 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, or 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM							20,000					
CON	TOLL												
CON	NHPP-IM								20,000				
CON	TOLL												
CON	NHPP-IM									11,655			
		0	0	0	0	0	0	20,000	20,000	11,655	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			40,000	Total FY2029-2032			11,655

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103561** I-95: Betsy Ross Interchange Drainage (BR6)

**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: 14

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Not SOV Capacity Adding

**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 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 \$2.7 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM				3,649								
CON	TOLL												
CON	NHPP-IM					4,000							
		0	0	0	3,649	4,000	0	0	0	0	0	0	0
		<b>Total FY2021-2024</b>			<b>3,649</b>	<b>Total FY2025-2028</b>			<b>4,000</b>	<b>Total FY2029-2032</b>			<b>0</b>

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 107698 I-76 Bridge Repair Section SRE

LIMITS: University Avenue through Arch Street

Actl Let Date: 11/1/2018

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The scope of this project contains rehabilitation of the structure along with the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure. The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department. This project also includes the repair of a structure that carries I-76 over PA 23 and Arrowmink Creek in Conshohocken.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	TOLL													
CON	NHPP-IM*	5,336												
CON	NHPP-IM*		5,336											
CON	TOLL													
CON	NHPP-IM*			5,336										
CON	TOLL													
CON	TOLL													
CON	NHPP-IM*				5,336									
		5,336	5,336	5,336	5,336	0	0	0	0	0	0	0	0	
		Total FY2021-2024			21,344	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 107709 I-95 Bridge Repairs (95/MB4)**

**LIMITS:** I-95 Corridor

Est Let Date: 9/12/2019

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 23

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

**CMP:** Not SOV Capacity Adding

The I-95 Section MB4 project includes the repair of 12 structures along the I-95 corridor including 2 structures in Bucks County, 2 in Delaware County and 8 in Philadelphia. Typical repairs include replacement/repair of leaking deck joints, rehabilitation of bearings, repair of structure drainage features, replace under bridge lighting, substructure concrete repair, beam end repairs and deck overlay to extend the life of these structures by a minimum of 15 years. Additionally, this project includes repair or replacement of high mast lighting poles on I-95 located near the Philadelphia Airport. 10 of the 12 structures will require additional repairs such as substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP-IM*	3,551												
CON	581-IM*	395												
CON	NHPP-IM*		3,551											
CON	581-IM*		395											
CON	NHPP-IM*			3,551										
CON	581-IM*			395										
CON	NHPP-IM*				3,551									
CON	581-IM*				395									
		<b>3,946</b>	<b>3,946</b>	<b>3,946</b>	<b>3,946</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>15,784</b>	<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

**MPMS# 112299 I-76: Route 1 - I-676**

**New**

**LIMITS:** Route 1 to I-676

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Chuck Davies ADE Design

**CMP:** Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from Route 1 to I-676 (Vine St. Expressway) in the City of Philadelphia, Philadelphia County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP-IM						9,517							
CON	581-IM						1,057							
CON	NHPP-IM							13,500						
CON	581-IM							1,500						
CON	NHPP-IM								13,500					
CON	581-IM								1,500					
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,574</b>	<b>15,000</b>	<b>15,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2021-2024</b>			<b>0</b>	<b>Total FY2025-2028</b>				<b>40,574</b>	<b>Total FY2029-2032</b>			<b>0</b>



# DVRPC FY2021-2024 TIP for PA

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 114876 *Studies Line Item*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

#### 113762 Broad Street Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113763 Walt Whitman Bridge Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113764 Penn's Landing Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113765 Christopher Columbus Boulevard Offline

This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
STUD	TOLL												
STUD	NHPP-IM			2,000									
STUD	TOLL				2,000								
STUD	NHPP-IM					2,000							
STUD	TOLL												
STUD	NHPP-IM						2,000						
STUD	TOLL												
STUD	NHPP-IM							2,000					
		0	0	2,000	2,000	2,000	2,000	0	0	0	0	0	0
		Total FY2021-2024			4,000	Total FY2025-2028			4,000	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Philadelphia	\$132,671	\$160,232	\$226,807	\$222,225	\$741,935	\$1,088,019	\$735,123

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