

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 12824 2019 Philadelphia ADA Ramps

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STU	400											
CON	TOLL												
CON	STU					836							
CON	TOLL												
CON	STU						2,985						
CON	TOLL												
CON	STU							613					
CON	TOLL												
CON	STU									2,566			
		400	0	0	0	836	2,985	613	0	2,566	0	0	0
		Total FY2019-2022			400	Total FY2023-2026			4,434	Total FY2027-2030			2,566

MPMS# 17407 Erie Ave o/ Conrail (Bridge)

LIMITS: Between North Third Street and North Lawrence Street

Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER:

IPD: 26

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Removal of state bridge over Conrail on Erie Avenue between North Third Street and North Lawrence Street in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	279											
CON	185	2,000											
CON	185		2,379										
		2,279	2,379	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			4,658	Total FY2023-2026			0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:**

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 10/24/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	1,061											
ROW	185		244										
ROW	581		63										
UTL	185			950									
CON	185				1,848								
CON	185					1,848							
		1,061	307	950	1,848	1,848	0	0	0	0	0	0	0
		Total FY2019-2022			4,166	Total FY2023-2026			1,848	Total FY2027-2030			0

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17511 City Ave o/ SEPTA (Bridge)

LIMITS: over SEPTA Cynwyd Line

Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

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 lin on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		424										
PE	185		106										
FD	NHPP			1,080									
FD	185			270									
ROW	NHPP				46								
ROW	185				12								
UTL	NHPP				46								
UTL	185				12								
CON	NHPP					3,400							
CON	185					850							
CON	NHPP						3,400						
CON	185						850						
		0	530	1,350	116	0	4,250	4,250	0	0	0	0	0
<b>Total FY2019-2022</b>		<b>1,996</b>				<b>Total FY2023-2026</b>				<b>8,500</b>			
						<b>Total FY2027-2030</b>				<b>0</b>			

# DVRPC FY2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

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

LIMITS: Woodland Avenue to Bartram Avenue

Est Let Date: 11/7/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	CAQ	1,369											
FD	LOC	342											
CON	TOLL												
CON	CAQ		2,647										
CON	TOLL												
CON	CAQ			11,558									
		1,711	2,647	11,558	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		15,916		Total FY2023-2026			0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

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## 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) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures).

(1) The Chestnut St. Bridge over the 30th Street Lower is part of the 11-span bridge mainly built in 1932 that also carries Chestnut Street over the AMTRAK railroad and I-76. The bridge is composed of 11 simple spans of non-composite steel built-up stringers supported on steel built-up column bents. This project includes rehabilitation to spans 1, 2, and 11. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the 30th Street Station Historic Site. Spans 3 to 10 were recently rehabilitated under MPMS #64844, SR 3010, Section PRR (30th Street Bridges (6 structures) Over Amtrak's Northeast Corridor Rail Lines).

(2) The Chestnut St. Bridge over the Schuylkill River was built in 1912, replaced in 1958, and rehabilitated in 1983. The bridge is a two span continuous deck riveted girder bridge superstructure with deep riveted floorbeams and rolled stringers. Two additional simple approach spans also exist with similar superstructure type. The proposed work includes deck replacement, replacing bearings, painting the superstructure, and substructure repairs. The bridge is not eligible for listing in the National Register.

(3) The Chestnut St. Bridge over the CSX freight railroad line and abandoned railroad right-of-way was built in 1864 and is a stone/brick closed spandrel arch bridge. The bridge is part of a former larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries 3 lanes of Chestnut Street with sidewalks. The proposed work includes masonry restoration/repair of the brick arch, replacement of sidewalks, waterproof and replacement of the roadway. The sidewalks will be widened, and repairs will be made to the spandrel walls and retaining walls. The arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the Ramcat/Schuylkill Historic District.

(4) The Chestnut St. Bridge over 24th Street is a 3-span closed spandrel brick arch bridge with stone spandrel walls and fascia rings. There is a main span over the 24th Street roadway and side spans over existing sidewalks. Cantilevered sidewalks on the bridge were added ca. 1910 and are supported by steel framing. The proposed work includes masonry restoration/repair of the structure, and major deck, roadway, and sidewalk work. Repairs will be made to the spandrel walls and retaining wall and the arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is located within the Ramcat/Schuylkill Historic District.

(5) The Schuylkill Avenue West Bridges (2) over I-76 (Schuylkill Expressway) were built in 1959 and are composed of non-composite rolled stringers supported on built up column bents. These structures carry 4 to 5 lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting. The bridges are not individually eligible for listing in the National Register, but are recommended as a contributing resource to the 30th Street Station Historic Site.

(6) Ramp A and B were built with the Schuylkill Avenue West Bridges and are of similar construction. These structures require LMC deck overlay replacement, deck joints replacement, steel repairs, and painting. The bridges are not eligible for listing in the National Register.

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

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

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	185	2,500												
CON	NHPP*	3,774												
		<b>6,274</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>6,274</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17821** I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095

**LIMITS:** Shackamaxon Street to Ann Street

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:** Philadelphia City

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		200										
PE	581		50										
PE	NHPP			200									
PE	581			50									
PE	NHPP					800							
PE	581					200							
FD	NHPP			7,600									
FD	581			1,900									
FD	NHPP				9,600								
FD	581				2,400								
FD	NHPP					9,600							
FD	581					2,400							
FD	NHPP						2,400						
FD	581						600						
FD	NHPP									2,400			

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

FD	581									600			
FD	NHPP									2,400			
FD	581									600			
		0	250	9,750	12,000	13,000	3,000	0	0	0	3,000	3,000	0
		<b>Total FY2019-2022</b>		<b>22,000</b>		<b>Total FY2023-2026</b>		<b>16,000</b>		<b>Total FY2027-2030</b>		<b>6,000</b>	

**MPMS# 46958 Philadelphia Naval Shipyard Access**

**LIMITS:** Langley Ave. 26th Street to Broad Street

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:** Metropolitan Subcenter

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

Actl Let Date: 11/3/2016

**NHPP:**

MRPID:67

**FC:** 16

AQ Code:S10

IPD: 0

CMP Subcorridor(s): 4C

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

TEA 21 Earmark - ID# 0122 - (\$1,537,648) and TEA 21 Earmark - ID# 1723 - (\$2,050,199) are under PA ID# 086. Balance available: \$2,405,847

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SXF	472											
CON	LOC	118											
		<b>590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2019-2022</b>		<b>590</b>		<b>Total FY2023-2026</b>		<b>0</b>		<b>Total FY2027-2030</b>		<b>0</b>	

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 46959 I-95 Design Review Manager SR:0095

LIMITS: Race St. to Neshaminy Creek

No Let Date

IMPROVEMENT Other

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	NHPP	1,600												
PE	581	400												
PE	NHPP		1,600											
PE	581		400											
PE	NHPP			1,600										
PE	581			400										
PE	NHPP				1,600									
PE	581				400									
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0	
		Total FY2019-2022			8,000	Total FY2023-2026				0	Total FY2027-2030			0



# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 48193**      **Allens Lane Bridge Over SEPTA Rail Line SR:4003**

**Return**

**LIMITS:** Over SEPTA R8 Rail Line (South of Germantown Ave)

Est Let Date: 12/6/2018

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Philadelphia City

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 3

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety. There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	3,904												
CON	581		1,079											
		<b>3,904</b>	<b>1,079</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>4,983</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

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

No Let Date

**LIMITS:** Over Amtrak's Harrisburg Line

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 4

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

CMP Subcorridor(s): 7A

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

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	STU	340												
		<b>340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>340</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 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: 1/17/2019

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

The existing bridge was built in 1913 , has a Sufficiency Rating of 32.0 and is posted for a weight limit of 10 Tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	BOF		405											
FD	183		76											
FD	LOC		25											
FD	STU			275										
FD	183			52										
FD	LOC			17										
CON	BOF	1,598												
CON	183	299												
CON	LOC	99												
CON	BOF		5,132											
CON	183		962											
CON	LOC		321											
CON	BOF			2,219										
CON	183			416										
CON	LOC			138										
CON	BOF				1,739									
CON	183				326									
CON	LOC				108									
CON	STU						1,186							
CON	183						222							
CON	LOC						74							
		1,996	6,921	3,117	2,173	0	0	1,482	0	0	0	0	0	
		Total FY2019-2022		14,207		Total FY2023-2026			1,482	Total FY2027-2030				0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 57902 City Wide 3R Betterments

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#108090 for CW106 package  
 See MPMS#108092 for CW107 package  
 See MPMS#108095 for CW108 package  
 See MPMS#108097 for CW109 package

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP			1,096									
PE	LOC			1									
FD	STP				699								
FD	LOC				174								
FD	STP					908							
FD	LOC					227							
CON	STP							16,000					
CON	LOC							4,000					
CON	STP												19,200
CON	LOC												4,800
		0	0	1,097	873	1,135	0	20,000	0	0	0	0	24,000
		Total FY2019-2022		1,970		Total FY2023-2026		21,135		Total FY2027-2030		24,000	

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

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

LIMITS: Over Schuylkill River

Actl Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

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

CMP Subcorridor(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	2,000												
CON	185	500												
		<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>2,500</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69828**      **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

**LIMITS:** Over Schuylkill River and CSX Railroad

Est Let Date: 11/5/2020

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**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

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

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

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581	1,031											
ROW	185												
ROW	185		2,409										
ROW	185			3,991									
ROW	581			811									
ROW	581				912								
ROW	185				5,699								
UTL	185	1,061											
CON	NHPP			2,563									
CON	581			641									
CON	NHPP				1,235								
CON	STU				2,589								
CON	185				956								
CON	NHPP					871							
CON	STU					15,348							
CON	581					4,054							
CON	STU						15,070						
CON	185						3,767						
CON	STU							11,301					
CON	185							2,825					
CON	STU								11,301				
CON	185								2,825				
		<b>2,092</b>	<b>2,409</b>	<b>8,006</b>	<b>11,391</b>	<b>20,273</b>	<b>18,837</b>	<b>14,126</b>	<b>14,126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2019-2022</b>			<b>23,898</b>	<b>Total FY2023-2026</b>			<b>67,362</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 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: 5/15/2020

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	310											
ROW	185		319										
UTL	185		319										
CON	581							3,295					
CON	185							743					
		310	638	0	0	0	0	4,038	0	0	0	0	0
		Total FY2019-2022			948	Total FY2023-2026			4,038	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69913**      **Grays Ferry Avenue Bridge Over Schuylkill River SR:3021**

**LIMITS:** Over Schuylkill River Est Let Date: 9/27/2018  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:** N  
**MUNICIPALITIES:** Philadelphia City **FC:** 16 AQ Code:S19  
**PLAN CENTER:** IPD: 5  
**PROJECT MANAGER:** AECOM/C. Suhoskey **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 10A

This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) that crosses the Schuylkill River and Amtrak railway tracks and is located between Woodland Avenue and 34th Street in the City of Philadelphia. This project involves rehabilitating the pier caps on the bridge, and may also include minor deck repairs due to the spalling. The purpose of this project is to extend the service life of the bridge which was built in 1976. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction. The existing bridge's pier caps are missing welds and members and have minor section loss. The 3-span, 155'-long and 60'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls.

This bridge has bike lanes and is a companion project to MPMS #96222, Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden, which will create/re-allocate space on the Gray's Ferry Bridge to provide for the City's first "cycle track" (a separated two way bike lane) and improve bike facilities on Paschall Avenue, 49th, Gray's Avenue and Lindbergh Avenue to connect the Gray's Ferry Crescent section of the Schuylkill River Trail over to the entrance of Bartram's Garden. \$600,000 (\$400,000 CMAQ/ \$200,000 Matching local funds) was approved during the 2012 CMAQ Competitive Program selection process for the "Cycle Track" project.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	260												
		260	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			260	<b>Total FY2023-2026</b>				0	<b>Total FY2027-2030</b>			0

**MPMS# 69914**      **Fifth Street over Conrail (Bridge)**

**LIMITS:** Between West Bristol Street and Hunting Park Avenue Est Let Date: 3/28/2019  
**IMPROVEMENT** Bridge Repair/Replacement **NHPP:**  
**MUNICIPALITIES:** Philadelphia City **FC:** 16 AQ Code:NRS  
**PLAN CENTER:** IPD: 28  
**PROJECT MANAGER:** TSS/H. Freed **CMP:** Not SOV Capacity Adding CMP Subcorridor(s): 14A

Bridge removal of state bridge over Conrail on Fifth Street between West Bristol Street and Hunting Park Avenue in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	185	4,244												
		4,244	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			4,244	<b>Total FY2023-2026</b>				0	<b>Total FY2027-2030</b>			0

# DVRPC FY2019-2022 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: 4/25/2024

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		885										
FD	LOC		222										
ROW	STP				3,322								
ROW	LOC				830								
ROW	STP					3,322							
ROW	LOC					830							
CON	STP						3,024						
CON	LOC						756						
CON	STU							6,048					
CON	LOC							1,512					
CON	STU								3,024				
CON	LOC								756				
		0	1,107	0	4,152	4,152	3,780	7,560	3,780	0	0	0	0
<b>Total FY2019-2022</b>				<b>5,259</b>			<b>Total FY2023-2026</b>	<b>19,272</b>			<b>Total FY2027-2030</b>	<b>0</b>	



# DVRPC FY2019-2022 TIP for PA

## 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	581	95												
FD	STP		820											
UTL	581			28										
CON	581				4,057									
		<b>95</b>	<b>820</b>	<b>28</b>	<b>4,057</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>5,000</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

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

**LIMITS:** City-wide

Est Let Date: 6/6/2019

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

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

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SXF	2,565												
CON	LOC	688												
		<b>3,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>3,253</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 74841** *South Philadelphia Access Road (PRPA Access Project)*

**Return**

**LIMITS:** South Philadelphia Port

Actl Let Date: 2/16/2017

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

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

CMP Subcorridor(s): 3A, 4B, 4C

This project will include pavement widening at the southern end of the access road (old Delaware Avenue) and pavement markings (striping) applied to provide two lanes directional from Oregon Avenue through to the dead end south of the Marine Terminal south gate (where the access roadway to the proposed Southport complex will connect). A pull-off area for trucks will also be constructed at the far southern end of the project. The resurfacing of the segment of Old Delaware Avenue south of Oregon Avenue will be included as well.

This project had SAFETEA-LU Earmarks: \$2,400,000 (PA ID# 314/FED ID# 02052); \$500,000 (PA ID# 601/FED ID# 47912); \$400,000 (PA ID# 643/FED ID# 48332) before they were redistributed in summer 2016, per Section 125 of the Consolidated Appropriations Act of 2016.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	STP	25												
		25	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			25	Total FY2023-2026				0	Total FY2027-2030			0

**MPMS# 75804** *University Av/CSX Rail (Bridge)*

**LIMITS:** Between Grays Ferry Avenue and the University Ave bridge over the Schuylkill R

Est Let Date: 12/12/2019

**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 structurally deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	NHPP	716												
PE	185	179												
FD	STP		782											
FD	185		196											
ROW	185			68										
UTL	185			68										
CON	185											1,283		
CON	185											5,133		
		895	978	136	0	0	0	0	0	0	0	6,416	0	
		Total FY2019-2022			2,009	Total FY2023-2026				0	Total FY2027-2030			6,416

# DVRPC FY2019-2022 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: 11/5/2020

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 structurally deficient; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

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

This is a breakout from MPMS #69828.

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

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
STUD	NHPP	350												
FD	NHPP	1,697												
FD	185	424												
ROW	185			450										
ROW	581			679										
ROW	185				122									
ROW	581					1,000								
UTL	NHPP		874											
UTL	185		219											
CON	NHPP			1,664										
CON	581			416										
CON	NHPP				4,502									
CON	581				1,125									
CON	NHPP					7,340								
CON	581					1,834								
		<b>2,471</b>	<b>1,093</b>	<b>3,209</b>	<b>5,749</b>	<b>10,174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>12,522</b>	<b>Total FY2023-2026</b>			<b>10,174</b>	<b>Total FY2027-2030</b>				<b>0</b>

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 78764 W Girard Ave O/CSX (Bridge)

LIMITS: City of Philadelphia

Est Let Date: 6/6/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	185	129												
PE	581	518												
FD	STP			792										
FD	185			198										
UTL	STP				816									
UTL	185				204									
CON	NHPP	2,000												
CON	581	500												
CON	NHPP		1,500											
CON	581		375											
CON	NHPP			2,838										
CON	581			709										
		<b>3,147</b>	<b>1,875</b>	<b>4,537</b>	<b>1,020</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>10,579</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 79830 North Delaware Riverfront Greenway Project, Sec 1 (TAP)

LIMITS: City of Philadelphia

Est Let Date: 3/28/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	1,000												
CON	SXF	2,000												
		3,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			3,000	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 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:**

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU		2,335										
CON	SXF		563										
CON	LOC		881										
		0	3,779	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>		<b>3,779</b>		<b>Total FY2023-2026</b>				<b>0</b>			
										<b>Total FY2027-2030</b>			
										<b>0</b>			

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange Advance Contract (AF1)

LIMITS: Allegheny Avenue Interchange

Actl Let Date: 4/26/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 12

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).

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). Richmond Street will be reconstructed and widened by two feet on the east side from Ann Street to Allegheny Avenue. Amenities including street trees, pedestrian scale street lighting, and new sidewalks and curbing will be installed. The SEPTA trolley tracks and electric traction system, including catenary poles, duct bank, and manholes will be reconstructed. In addition, the project will reconstruct the SEPTA Westmoreland Loop between Emery Street, Westmoreland Street, Madison Street, and Richmond Street. SEPTA trolley tracks will be reconstructed and improvements will be made to the trolley turn-around loop at Westmoreland Street. As part of this project, many of the utilities under Richmond Street will be relocated outside of the trolley tracks. Due to on-street parking impacts during construction, Melvale Street will be widened by seven feet from Clearfield Avenue to Wishart Street to accommodate temporary parking, including street lighting for the parking area. At the request of the Philadelphia Water Department, the Madison Avenue sewer will also be reconstructed as part of the project.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 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 (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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP*	314												
CON	NHPP*			3,525										
CON	NHPP*				4,260									
		314	0	3,525	4,260	0	0	0	0	0	0	0	0	
		Total FY2019-2022			8,099	Total FY2023-2026				0	Total FY2027-2030			0



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 80104** *Henry Ave Corridor Safety Improvements, Phase 1 SR:3009*

**LIMITS:** Henry Ave. from Lincoln Drive to Port Royal Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	HSIP	1,000												
UTL	TOLL													
UTL	HSIP	350												
CON	TOLL													
CON	HSIP		6,790											
CON	TOLL													
CON	HSIP			5,000										
		<b>1,350</b>	<b>6,790</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 FY2019-2022</b>			<b>13,140</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 81292 *Frankford Av/Frankford Ck (Bridge)*

LIMITS: Between Torresdale Avenue and Castor Avenue

No Let Date

IMPROVEMENT Bridge Repair/Replacement

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. Structurally Deficient bridge breakout project from MPMS #88706.

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	250											
FD	185		1,011										
ROW	185			113									
UTL	185			1,463									
CON	STP								6,785				
CON	185								1,696				
		250	1,011	1,576	0	0	0	0	8,481	0	0	0	0
		Total FY2019-2022			2,837	Total FY2023-2026			8,481	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 83736** *Roosevelt Blvd over Wayne Junction (WAV) (Bridge)*

**LIMITS:** Over Wayne Junction

Est 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SXF	151											
CON	STP*	2,349											
CON	NHPP*	11,758											
CON	581	1,676											
CON	NHPP*		10,173										
CON	STU*		4,085										
CON	581		3,564										
CON	STU*			6,101									
CON	185			1,525									
CON	STU*				7,128								
CON	185				1,782								
CON	STU*					23,019							
CON	185					835							
CON	581					4,920							
CON	STU*						736						
CON	STU						2,504						
CON	581						810						
CON	STU							7,734					
CON	581							1,934					
		<b>15,934</b>	<b>17,822</b>	<b>7,626</b>	<b>8,910</b>	<b>28,774</b>	<b>4,050</b>	<b>9,668</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2019-2022</b>		<b>50,292</b>		<b>Total FY2023-2026</b>		<b>42,492</b>		<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 85417** *Allegheny Avenue Safety Improvements*

**LIMITS:** Ridge Ave to Aramingo Ave

Actl Let Date: 11/3/2016

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** N

**MUNICIPALITIES:** Philadelphia City

**FC:** 16

AQ Code:A2

**PLAN CENTER:**

IPD: 7

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

CMP Subcorridor(s): 4B, 14A, 15A

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

FD (\$900,000 estimated), UTL (\$450,000 estimated), ROW (\$100,000 estimated), and CON (\$7,000,000 estimated) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	HSIP	310												
		310	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			310	Total FY2023-2026				0	Total FY2027-2030			0

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

**LIMITS:** Vicinity of Philadelphia District Schools

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 21

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

**CMP:** Not SOV Capacity Adding

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school. The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocksthat make the sidewalks uneven and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	SRTSF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 88085** *Byberry Road Bridge Replacement*

**LIMITS:** Byberry Road over CSX Rail Line

Est Let Date: 10/10/2019

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU	1,080												
FD	183	271												
ROW	STP		175											
ROW	183		44											
UTL	STP		874											
UTL	183		219											
CON	185			2,566										
CON	185				324									
CON	581				10,066									
		<b>1,351</b>	<b>1,312</b>	<b>2,566</b>	<b>10,390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>15,619</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	NHPP	2,200												
CON	TOLL													
CON	NHPP			2,200										
		<b>2,200</b>	<b>0</b>	<b>2,200</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>Total FY2019-2022</b>			<b>4,400</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

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

**LIMITS:** Over Wissahickon Creek

Actl Let Date: 5/21/2015

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:**

**FC:** 14

AQ Code:S19

**PLAN CENTER:**

IPD: 1

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

CMP Subcorridor(s): 15A

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project involves rehabilitating or replacing the bridge to prevent accelerated deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	TOLL															
CON	STP	299														
CON	NHPP	165														
CON	TOLL															
CON	STP		787													
CON	NHPP		1,950													
		<b>464</b>	<b>2,737</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2019-2022</b>			<b>3,201</b>				<b>Total FY2023-2026</b>				<b>0</b>			
									<b>Total FY2027-2030</b>				<b>0</b>			

**MPMS# 92554 Ridge Ave Over Amtrak (Bridge)**

**LIMITS:** 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/15/2022

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
FD	STU	721														
FD	185	180														
ROW	STP		525													
ROW	185		131													
UTL	STP		656													
UTL	185		164													
CON	STP								5,219							
CON	185								1,305							
		<b>901</b>	<b>1,476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,524</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2019-2022</b>			<b>2,377</b>				<b>Total FY2023-2026</b>				<b>6,524</b>			
									<b>Total FY2027-2030</b>				<b>0</b>			

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS: Roosevelt Boulevard exit at PA 611/Broad Street

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. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	185		250											
FD	NHPP			835										
FD	185			209										
ROW	NHPP				49									
ROW	185				12									
UTL	185					326								
CON	NHPP							4,054						
CON	185							1,013						
		0	250	1,044	61	0	326	5,067	0	0	0	0	0	
		Total FY2019-2022			1,355	Total FY2023-2026			5,393	Total FY2027-2030				0

# DVRPC FY2019-2022 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.

DVRPC Competitive CMAQ Awarded Project FY 2011-2012

CMAQ award \$1,000,000

Matching funds \$1,000,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PRA	CAQ		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,000	Total FY2023-2026				0	Total FY2027-2030			0



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 98229**      **59th Street over AMTRAK (Bridge)**

**LIMITS:** 59th Street over AMTRAK

No Let Date

**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.

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	183		816										
PE	LOC		204										
PE	183			816									
PE	LOC			204									
FD	183					1,600							
FD	LOC					400							
UTL	183					3,280							
UTL	LOC					820							
CON	183					16,000							
CON	LOC					4,000							
		0	1,020	1,020	0	26,100	0	0	0	0	0	0	0
<b>Total FY2019-2022</b>				<b>2,040</b>			<b>Total FY2023-2026</b>	<b>26,100</b>			<b>Total FY2027-2030</b>	<b>0</b>	

# DVRPC FY2019-2022 TIP for PA

Final Version

## 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.

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	183		480											
FD	LOC		120											
		0	600	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			600	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102134** *Henry Ave Corridor Safety Improvements, Phase 2*

**LIMITS:** Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
FD	TOLL														
FD	HSIP	700													
UTL	TOLL														
UTL	HSIP		150												
CON	TOLL														
CON	HSIP			4,810											
		700	150	4,810	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			5,660	Total FY2023-2026				0	Total FY2027-2030				0

**MPMS# 103218** *Ashton Road Grade Crossing*

**LIMITS:** Between Tolbut Street and Jenny Place

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD: 18

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will install a railroad warning lights at the Ashton Road grade crossing which is located between Tolbut Street and Jenny Place the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	RRX	215													
		215	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			215	Total FY2023-2026				0	Total FY2027-2030				0

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 103219 *Blue Grass Road Grade Crossing*

LIMITS: Between Gregg Street and Welsh Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will install a railroad warning lights at the Blue Grass Road grade crossing which is located between Gregg Street and Welsh Road the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	RRX	214												
		214	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			214	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 103563** **I-95: Bridge Street Ramps (Section BS5)**

**LIMITS:** N. Delaware Ave. Extension from Buckius St. to Tacony St.

Est Let Date: 10/21/2021

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	3,819											
ROW	NHPP		3,819										
ROW	NHPP		847										
UTL	STU	4,700											
UTL	NHPP	300											
CON	NHPP				3,592								
CON	STU				2,000								
CON	581				623								
CON	NHPP					12,956							
CON	581					3,559							
CON	NHPP						6,744						
CON	581						1,571						
CON	185						435						
CON	NHPP							9,048					
CON	581							2,262					
CON	NHPP									32,020			
CON	581									3,558			

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

8,819	4,666	0	6,215	16,515	8,750	11,310	0	35,578	0	0	0
Total FY2019-2022		19,700		Total FY2023-2026		36,575		Total FY2027-2030		35,578	

**MPMS# 104243** I-95 Central and South Philadelphia Project Development

**LIMITS:** Spring Garden to Broad

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:**

This project will examine general concepts and processes necessary to accomplish the long term task of design, management, scheduling, permitting, estimating and reconstructing the segment of I-95 between Spring Garden and Broad Streets in the City of Philadelphia. Matters of funding and revenue policy will not be considered as part of this effort. The work will make projections on an estimated range of years for the remaining service life of the highway, and on how the repair and reconstruction may be managed over that time on a programmatic scale to maintain the good working order of the Philadelphia metropolitan region. Current and previous work on I-95 will be incorporated into an examination of engineering and regulatory issues that will be encountered as the future reconstruction is planned. Of particular interest will be the long-standing public and official commentary, planning efforts, and recommendations directed to the impacts of the original and modified interstate construction on its location and surrounding population. The historical narrative describing these impacts indicates that the Delaware River waterfront as a resource available to those portions of the City that would be adjacent has been diminished by the continued presence of I-95. In order to address the regulatory requirements of the future environmental clearance for the I-95 highway reconstruction within these limits, mitigation of those impacts as recommended and documented over time will be examined relative to the necessary engineering that must be developed for them to be considered constructible and viable solutions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
STUD	STP	800											
		0	800	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		800		Total FY2023-2026		0		Total FY2027-2030		0	

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP		656										
PE	581		164										
FD	581				174								
FD	581				696								
UTL	185					30							
CON	STU							4,434					
		0	820	0	870	30	0	4,434	0	0	0	0	0
		<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				<b>Total FY2027-2030</b>			
		1,690				4,464				0			

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS: City of Philadelphia

Est Let Date: 9/26/2019

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STU	720												
FD	LOC	180												
CON	STU		2,956											
CON	LOC		739											
CON	STU			1,456										
CON	LOC			364										
CON	STU				2,859									
CON	LOC				715									
		<b>900</b>	<b>3,695</b>	<b>1,820</b>	<b>3,574</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>9,989</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 105853 Lindbergh Boulevard Trail Cobbs Creek Segment B

New

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

The proposed trail is a 1,664 ft. long by 12 ft. wide multi-use trail that will be placed entirely within the existing public right-of-way. The proposed trail will start at the 86th Street & Lindbergh Boulevard entrance to the John Heinz National Wildlife Refuge at Tinicum, travel along Lindbergh Boulevard, cross 84th Street at the existing signalized intersection, run for a short distance within a wide grassy strip alongside 84th Street, and connect with the cul-de-sac of Chelwynde Avenue. Lindbergh Boulevard and Chelwynde Avenue are city streets. Existing conditions on Lindbergh Boulevard are a 60 foot cartway and very low traffic volume. The proposed trail involves altering the road so that the west side will contain a 12 foot wide pedestrian and bicycle track, the east side will contain a 38 foot wide roadway, and an 8 foot wide grass island will be installed between the two sides. Minor modifications to the intersection at 84th Street and Lindbergh Boulevard will be necessary to safely serve trail users.

Modifications will include:

- Modify the curb return at the west corner of the intersection
- Re-apply stop bars and crosswalks (motor vehicle traffic has worn away the paint)
- Remove narrow curb cuts and replace with wider ADA curb cuts
- Replace concrete triangle islands at two corners of intersection (existing concrete curbs and cement pavement are in poor condition)
- Add pedestrian signal heads to existing traffic signals
- Replace existing traffic signal with dual overhead signal.

Additional factors involved in the proposed trail include: The John Heinz National Wildlife Refuge (Heinz NWR) is currently planning to widen the existing entrance driveway at 86th & Lindbergh and add a new bike/ped path along the northwest side of the entrance. The proposed Cobbs Connector Section D trail project is coordinating with Heinz NWR to connect with the new bike/ped path. The Chelwynde Avenue cul-de-sac is currently a dumping site of construction demolition material and discarded tires. Clean-up of the dumping site is considered part of the trail project. The proposed trail includes a provision for connection with Philadelphia Parks and Recreation's future trail that will continue north on the east side of 84th Street.

This project will be funded from the Circuit Line Item, MPMS# 105291.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	CAQ													
CON	TAU	274												
CON	CAQ													
CON	TAU		856											
CON	TAU			226										
		274	856	226	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,356	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

New

LIMITS: I-676 Interchange to south of Washington Ave

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	2,600											
PE	TOLL												
FD	TOLL												
FD	NHPP	9,400											
FD	TOLL												
FD	NHPP		10,000										
ROW	SPK-STP		4,000										
ROW	TOLL												
ROW	TOLL												
ROW	SPK-STP			6,000									
UTL	TOLL												
UTL	NHPP		5,000										
UTL	TOLL												
UTL	NHPP			5,000									
CON	LOC		5,000										
CON	TOLL												
CON	SPK-STP			7,000									
CON	LOC			15,000									
CON	SPK-STP				13,000								
CON	TOLL												
CON	LOC				25,000								
CON	SPK-STP					20,000							
CON	TOLL												
CON	LOC					25,000							
CON	OTH					21,000							
CON	SPK-STP						24,000						
CON	TOLL												

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

12,000	24,000	33,000	38,000	66,000	24,000	0	0	0	0	0	0
Total FY2019-2022		107,000		Total FY2023-2026		90,000		Total FY2027-2030		0	

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
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 FY2019-2022		400		Total FY2023-2026		0		Total FY2027-2030		0	

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 106991** *5th Street Signal Improvements*

**LIMITS:** Godfrey Ave to Cheltenham Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2020M

**PLAN CENTER:**

IPD: 25

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will systematically implement low-cost improvements at signalized intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 5th Street from Godfrey Avenue to Cheltenham Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	677												
		677	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			677	Total FY2023-2026				0	Total FY2027-2030			0

**MPMS# 106992** *2nd Street Signal Improvements*

**LIMITS:** Lehigh Avenue to Rising Sun Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2020M

**PLAN CENTER:**

IPD: 28

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

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 intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 2nd Street from Lehigh Avenue to Rising Sun Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	1,228												
		1,228	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,228	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 106993** *Frankford Ave Signal Improvements*

**LIMITS:** Girard Avenue to Knights Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 28

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

**CMP:** Not SOV Capacity Adding

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	140												
CON	TOLL													
CON	sHSIP		1,107											
CON	TOLL													
CON	sHSIP			360										
		140	1,107	360	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,607	Total FY2023-2026				0	Total FY2027-2030			0

**MPMS# 106994** *Rising Sun Ave Signal Improvements*

**LIMITS:** Wingohocking Street to Olney Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2020M

**PLAN CENTER:**

IPD: 31

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

The project will systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Rising Sun Avenue from Wingohocking Street to Olney Avenue.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	sHSIP	1,257												
		1,257	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,257	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 106995** *Castor Ave Signal Improvements*

**LIMITS:** Aramingo Avenue to Hunting Park Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 27

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

The project will address intersection and pedestrian vital safety focus areas. The project will also systematically implement low-cost improvements at signalized intersection including overhead signals, signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Castor Avenue from Aramingo Avenue to Hunting Park Avenue.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				<b>Total FY2027-2030</b>			
		0				0				0			

**MPMS# 107181** *Cheltenham-Greene Plaza Reconstruction (TAP)*

**LIMITS:** Cheltenham-Greene Plaza

Est Let Date: 4/25/2019

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 20

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 15A

The City will implement a more cohesive design of the Cheltenham-Greene Plaza, as the plaza needs to be replaced. A stakeholder group of businesses, residents, and community leaders agreed upon the following guiding principles:

- 1) Create a gateway into Vernon Park and the Cheltenham Avenue business district;
- 2) Create a plaza space that feels larger, safer, and more open;
- 3) Provide adequate bus shelter space;
- 4) Connect the plaza to Vernon Park, both physically and visually; and
- 5) provide a safe route to school for approximately 450 students who attend the Imani Education Circle.

Charter School, a K-8th grade school located across the street from the site at 5612 Greene Street.

The existing plaza was constructed approximately 30 years ago. Currently, the plaza is in poor physical condition. Specific challenges include: a sunken portion that tends to collect litter and is generally unoccupied because it is perceived as dirty and unsafe; a lack of ADA-compliant curb ramps between the Plaza and adjacent blocks; and a lack of connection to Vernon Park, despite being directly adjacent.

The project was awarded \$370,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	370											
		370	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				<b>Total FY2027-2030</b>			
		370				0				0			

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 107182** *City of Philadelphia SRTS (Non-infrastructure) (TAP)*

**LIMITS:** No Let Date  
**IMPROVEMENT** Bicycle/Pedestrian Improvement **NHPP:**  
**MUNICIPALITIES:** Philadelphia City **FC:** AQ Code:A2  
**PLAN CENTER:** IPD:  
**PROJECT MANAGER:** EE/DVRPC/R. Gallagher **CMP:** Not SOV Capacity Adding

This project will fund a comprehensive SRTS program that will plan, implement, and evaluate activities to encourage walking and biking to school: bicycle and pedestrian safety student lessons, encouragement activities, traffic education to families and neighbors, enforcement near key schools, funding SRTS manager, and outreach.

Project was awarded \$450,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	450											
CON	TOLL												
		0	450	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>			450	<b>Total FY2023-2026</b>			0	<b>Total FY2027-2030</b>			0

**MPMS# 107183** *Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)*

**LIMITS:** Stephen Girard Elementary School and Southwark School **Est Let Date:** 7/25/2019  
**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>			0	<b>Total FY2023-2026</b>			0	<b>Total FY2027-2030</b>			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 107197**    *Manayunk Bridge Trail Site Amenities (TAP)*

**LIMITS:** Philadelphia to Montgomery County

Est Let Date: 4/25/2019

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project will add site amenities to the Manayunk Bridge Trail which connects Philadelphia and Montgomery Counties: lighting, benches, planters and signage will provide for greater usage and safety. The Manayunk Bridge Trail connects Philadelphia to Lower Merion Township in Montgomery County over the Schuylkill River connecting the Schuylkill River Trail/Manayunk Canal Towpath/Main Street in Manayunk to Cynwyd Heritage Trail in Bala Cynwyd.

Project was awarded \$600,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU		740											
		0	740	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			740	Total FY2023-2026				0	Total FY2027-2030			0



## 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:2020M

**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 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way. There are fifteen 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. The Spruce/Pine Streets Pair Protected Bicycle Lanes will add a vertical element to these bicycle lanes in Center City Philadelphia, which were the City's first pavement striped buffered bicycle lanes in 2009. These are a major east-west pair from 22nd Street to Front Street and connect to several bicycle routes and trails to the west, south, and north.
2. The South/Lombard Streets Protected Bicycle Lanes will add a vertical element to the pavement buffered lanes on the South Street Bridge, on South Street from 27th to 22nd, on 27th from Lombard Street to South Street, and on Lombard from 22nd to 27th. This is a major connection route east-west between University City and Center City, will significantly increase the safety of these bicycle lanes and encourage new users. This route is part of the highest Indego Bikeshare routes, as released by Indego tracking in fall 2015.
3. The 13th/10th Street Pair Protected Bicycle Lanes will add a vertical element to this north-south pair from Spring Garden Street to South Street through Center City Philadelphia. Portions of these streets are currently pavement striped buffered bike lanes and this is the only pavement buffered pair in Center City. Adding a vertical element on this highly visible route through Center City will encourage potential cyclists.
4. The Walnut Street Protected Bicycle Lane is an existing paved striped buffered bike lane that serves as the major west-bound cycling route from 22nd Street to 63rd Street in West Philadelphia. This is a major commuting route for employees and students in University City and a vertical element will increase safety along this route. There is often high speed vehicular traffic and significant turns and parking maneuvers. The presence of flexible delineator posts, even though spaced wider for parking and turning lanes, will calm vehicular traffic and increase roadway safety for all modes.
5. The Civic Center Boulevard Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane from Health Science Boulevard to Convention Boulevard adjacent to the Hospital of the University of Pennsylvania and the Children's Hospital of Philadelphia and was installed in summer of 2015. It currently functions as a contraflow lane but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
6. The 30th Street Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane on 30th Street between Market and Chestnut Streets adjacent to the IRS Building. It currently functions as an unprotected contraflow lane, but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
7. The Race Street Protected Bicycle Lane will be a protected right hand bicycle lane in area of excess roadway capacity between 9th Street and 5th Street. The project requires taking lane of vehicle traffic and will slow down the vehicular traffic eager to get on the Ben Franklin Bridge, give better cues to which lane people should be using, and make connections to high foot/bike trafficked destinations, like Franklin Square, office buildings, and the Ben Franklin Bridge Trail. The addition of a buffered bike lane here, along with reducing the number of lanes, will help calm traffic on this very wide segment of the street, without changing the curb locations. The protected bike lane on Race Street connects commercial and residential areas in Chinatown and Center City to commercial, office, and residential areas in Old City, in addition to the Benjamin Franklin Bridge Trail and Delaware River Trail.
8. The Torresdale/Frankford Avenues Two Way Protected Bicycle Lanes will connect the two gaps between segments of the Pennypack Creek Trail, which is currently on-road in these sections and on opposite sides of the Avenue. The roadway orientation of the trail at these crossings is an unsafe connection for trail users. The project requires taking 750' of sparsely used parking lane along Torresdale Avenue and approximately 200' of parking along Frankford Avenue.
9. Passyunk Avenue/Oregon Avenue Protected Bicycle Lanes on the Passyunk Avenue Bridge and at the Vare Avenue/Oregon Avenue approach in South Philadelphia.
10. Columbus Boulevard Protected Bicycle Lanes along Columbus Boulevard from Spring Garden to Race Street and Washington Avenue to Packer Avenue.
11. Parkside Avenue Protected Bicycle Lanes from 53rd Street to Wynnefield Avenue.

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

12. N 33rd Street Protected Bicycle Lanes from Girard Avenue to Oxford 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 \$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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU													
CON	TAP	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 107631 Navy Yard Contra Flow Loop Shuttle

New-B

LIMITS: AT&T station and Navy Yard station Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP:

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TOLL													
CON	CAQ		416											
		0	416	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			416	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 107698 I-76 Bridge Repair Section SRE

LIMITS: University Avenue through Arch Street

Est Let Date: 10/4/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	NHPP*	6,298												
CON	STU*	172												
CON	TOLL													
CON	STU	249												
CON	NHPP*		4,000											
CON	TOLL													
CON	STP*		1,923											
CON	STU*		2,785											
CON	STU*			2,168										
CON	STP			1,057										
CON	TOLL													
CON	NHPP*			3,985										
CON	NHPP				3,943									
CON	TOLL													
CON	NHPP*				1,057									
CON	STU									14,129				
CON	TOLL													
		6,719	8,708	7,210	5,000	0	0	0	0	14,129	0	0	0	
		Total FY2019-2022			27,637	Total FY2023-2026				0	Total FY2027-2030		14,129	

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

New

LIMITS: I-95 Corridor

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	323											
UTL	185	35											
CON	NHPP	838											
CON	STU	1,350											
CON	581	243											
CON	NHPP		2,304										
CON	185		256										
CON	NHPP			8,255									
CON	185			661									
CON	581			256									
CON	NHPP				5,951								
CON	185				661								
CON	NHPP					5,951							
CON	185					661							
CON	NHPP						5,951						
CON	185						661						
		<b>2,789</b>	<b>2,560</b>	<b>9,172</b>	<b>6,612</b>	<b>6,612</b>	<b>6,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2019-2022</b>		<b>21,133</b>		<b>Total FY2023-2026</b>		<b>13,224</b>		<b>Total FY2027-2030</b>		<b>0</b>	

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 107999**    **S. 53rd St. & Baltimore Ave. Safety Improvements (TAP)**

**LIMITS:** East and West Bound slip ramps on Baltimore Ave at intersection of S. 53rd St a

Est Let Date: 6/20/2019

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD: 22

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A

This project will fund construction of a series of safety improvements at the intersection of 53rd Street and Baltimore Avenue, adjacent to the Avery D Harrington School. Planned improvements include realigning the intersection, upgrading the intersection and transit stop to be ADA compliant, adding bump-outs at the corners to provide safe pedestrian refuge areas, upgrading traffic signal equipment and pedestrian countdown signals, and installing green stormwater infrastructure leveraging funds from the Philadelphia Water Department.

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 \$600,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	600												
		600	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			600	<b>Total FY2023-2026</b>				0	<b>Total FY2027-2030</b>			0

**MPMS# 108009**    **Demand-Driven Indego Expansion**

**LIMITS:** City of Philadelphia

No Let Date

**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

This project will involve the strategic and sustainable expansion of Indego, Philadelphia's newest public transportation system, by deploying 16 new Indego bike share stations in high-demand locations.

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 \$984,692 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	985												
		985	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			985	<b>Total FY2023-2026</b>				0	<b>Total FY2027-2030</b>			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108090 Citywide Resurfacing 106

LIMITS: City of Philadelphia

Est Let Date: 8/22/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 29

PROJECT MANAGER: PWB/VLF/V. 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:

- Southampton Road (G196) from Roosevelt Boulevard to Worthington Road
- Dunks Ferry Road (G444) from Byberry Road to the City Limit
- Welsh Road (G125) from Holme Circle to Rowland Avenue
- Alburger Avenue (G174) from Pine Road to Welsh Road
- Kensington Avenue (G046/G058) from Front Street to Frankford Avenue
- Front Street (G005) from Ellen Street to Kensington Avenue
- Fairmont Avenue (G502) from Broad Street to Kelly Drive
- Ogontz Avenue (G135/G724) from Cheltenham Avenue to Belfield Avenue
- 22nd Street from Snyder Avenue to Spring Garden Street

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	STP		437												
CON	STU		1,500												
CON	LOC		484												
CON	STU			3,501											
CON	LOC			874											
CON	STU				10,097										
CON	LOC				2,524										
		0	2,421	4,375	12,621	0	0	0	0	0	0	0	0		
		Total FY2019-2022			19,417	Total FY2023-2026				0	Total FY2027-2030				0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS: City of Philadelphia

Est Let Date: 6/18/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/VLF/V. 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:

- Race Street (G010) from Benjamin Franklin Parkway to 8th Street
- Race Street (G010) from 6th Street to 2nd Street
- 22nd Street (G011) from Snyder Avenue to Spring Garden Street
- Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue
- Tasker Street (G014) from Front Street to 34th Street
- Morris Street (G012) from Front Street to 34th Street

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

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU		481										
FD	LOC		120										
CON	STU			2,401									
CON	LOC			600									
CON	STU				4,956								
CON	LOC				1,239								
CON	STU					1,444							
CON	STP					2,000							
CON	LOC					861							
		0	601	3,001	6,195	4,305	0	0	0	0	0	0	0
		Total FY2019-2022			9,797	Total FY2023-2026			4,305	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108095 Citywide Resurfacing 108

LIMITS: City of Philadelphia

Est Let Date: 8/22/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 27

PROJECT MANAGER: PWB/VLF/V. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		485										
FD	LOC		121										
CON	STU			2,081									
CON	LOC			520									
CON	STU				1,444								
CON	LOC				361								
CON	STP					7,280							
CON	LOC					1,820							
		0	606	2,601	1,805	9,100	0	0	0	0	0	0	0
		Total FY2019-2022			5,012	Total FY2023-2026			9,100	Total FY2027-2030			0



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS: City of Philadelphia

Est Let Date: 6/18/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/VLF/V. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		262										
FD	LOC		66										
CON	STU				4,637								
CON	LOC				1,159								
		0	328	0	5,796	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,124		Total FY2023-2026				0			
						Total FY2027-2030				0			

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS: City of Philadelphia

Est Let Date: 11/7/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	560											
PE	LOC	140											
FD	STP			275									
FD	LOC			69									
CON	STP								4,175				
CON	LOC								1,044				
		700	0	344	0	0	0	0	5,219	0	0	0	0
		Total FY2019-2022		1,044		Total FY2023-2026			5,219	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## 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

The Falls Road over Schuylkill River Bridge project will extend the useful life of the bridge as the bridge is currently considered Structurally Deficient, with a 5-ton posted weight limit and a sufficiency rating of 13, which will continue to deteriorate without rehabilitation.

The project will unfreeze and repair bearings, clean and paint the bridge superstructure, remove paint and rust using high pressure water, collect and properly dispose of lead based paint and tainted rust scale, paint structure with rust inhibiting paint to protect steel and encapsulate remaining "tight" lead based paint.

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
CON	183															
CON	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030				0

# DVRPC FY2019-2022 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.

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	183		280											
PE	LOC		80											
		0	360	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			360	Total FY2023-2026				0	Total FY2027-2030			0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

New

LIMITS: Market Street and Walnut Street

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, 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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	BOF			405										
PE	185			75										
PE	LOC			25										
PE	BOF				460									
PE	185				86									
PE	LOC				29									
FD	BOF				891									
FD	185				111									
FD	LOC				37									
CON	BOF									7,871				
CON	185									1,476				
CON	LOC									492				
		0	0	505	1,614	0	0	0	0	0	9,839	0	0	
		Total FY2019-2022			2,119	Total FY2023-2026				0	Total FY2027-2030			9,839

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110415** *Schuylkill Banks Christian to Crescent (TIGER)*

**New**

**LIMITS:** Christian Street to 34th Street

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	OTH	4,500												
CON	LOC	3,500												
CON	TIGER		12,000											
CON	OTH		500											
CON	SPK-STP			1,000										
CON	LOC			250										
CON	SPK-STP				3,000									
CON	LOC				750									
CON	SPK-STP					6,000								
CON	LOC					1,500								
		<b>8,000</b>	<b>12,500</b>	<b>1,250</b>	<b>3,750</b>	<b>7,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>25,500</b>	<b>Total FY2023-2026</b>				<b>7,500</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110781** *Renewing Philadelphia's Historic Streets*

**LIMITS:** Thomas Paine Place Philadelphia, PA

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:**

Renewing Philadelphia's Historic Streets  
 Thomas Paine Place  
 Philadelphia  
 Restoration of granite block streets with ADA improvements

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU	130												
CON	TAU		500											
CON	TAU			370										
		130	500	370	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>1,000</b>		<b>Total FY2023-2026</b>			<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

**MPMS# 110782** *Historic Shawmont Station*

**LIMITS:** Shawmont Avenue, Philadelphia

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:M8

**PLAN CENTER:**

IPD:

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

**CMP:**

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAU			1,000										
		0	0	1,000	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>1,000</b>		<b>Total FY2023-2026</b>			<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110958** *Castor Avenue Roundabout*

**New**

**LIMITS:** Castor Avneue (SR 1005) and Wyoming Avenue

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
UTL	sHSIP		46													
CON	sHSIP		500													
CON	sHSIP			262												
		0	546	262	0	0	0	0	0	0	0	0	0			
		<b>Total FY2019-2022</b>			<b>808</b>				<b>Total FY2023-2026</b>				<b>0</b>			
									<b>Total FY2027-2030</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:**

**PLAN CENTER:**

IPD:

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

**CMP:**

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030			
PE	HSIP	420														
		420	0	0	0	0	0	0	0	0	0	0	0			
		<b>Total FY2019-2022</b>			<b>420</b>				<b>Total FY2023-2026</b>				<b>0</b>			
									<b>Total FY2027-2030</b>				<b>0</b>			



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111067** *Frankford Avenue Multimodal Study*

**Return**

**LIMITS:** Frankford Avenue (SR 2007/US 13) from Cheltenham Ave. to Rhawn St.

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** HNTB/R. Whittington

**CMP:**

This study will analyze the conditions along Frankford Avenue between Cheltenham Avenue and Rhawn Street with the goal of improving safety and predictability for all users. It will examine opportunities to slow vehicular traffic, improve pedestrian safety and walkability, mitigate current loading challenges, designate space for bicyclists, and investigate opportunities for stormwater management. The plaza at the intersection of Frankford and Cottman Avenues serves as a gathering space for residents during special events, which can range in size from small festivals to large gatherings like the Philadelphia Eagles Super Bowl celebration, when approximately 30,000 fans gathered to celebrate. Given these pedestrian concerns, this study will also focus on multimodal operations at and around the Cottman and Frankford Avenue plaza. It will explore parking and loading issues along the corridor, as well as the impact of any recommendations on the existing public transportation that currently uses Frankford Avenue, particularly the Route 66 trackless trolley. Completion of some project tasks may require the purchase of equipment or services.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
STUD	581	150												
STUD	581		150											
		150	150	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>300</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

**MPMS# 111181** *Indego Connect*

No Let Date

**LIMITS:** City of Philadelphia

**IMPROVEMENT**

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** AECOM/D. Griffith

**CMP:** Not SOV Capacity Adding

The Indego Connect project will install bike share stations within the city of Philadelphia at five locations.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	568												
CON	LOC	170												
		738	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>738</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111192**    **37th Street Extension (MTF)**

**New**

**LIMITS:** Between Market St. and Filbert St.

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 10A

This project will create a short one block connection road for vehicles with a pedestrian friendly streetscape between market Street and Filbert Street on 37th Street.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	411	1,500												
CON	LOC	450												
		<b>1,950</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>1,950</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

**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:**

**PLAN CENTER:**

IPD:

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

**CMP:**

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	HSIP	680												
		<b>680</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2019-2022</b>			<b>680</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111409**    *2018 Philadelphia ADA Ramps*

**New**

**LIMITS:** Board Street, City Avenue, Walnut Street, and Market Street

No Let Date

**IMPROVEMENT** Streetscape

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Fran Hanney

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10A

This project will improve ADA facilities along four main roadways in the City of Philadelphia (Board Street, City Avenue, Walnut Street, and Market Street). There are approximately 361 ADA ramps at 136 intersections along these corridors.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	112												
CON	581		2,461											
CON	581				766									
CON	581					361								
		112	2,461	0	766	361	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>3,339</b>	<b>Total FY2023-2026</b>				<b>361</b>	<b>Total FY2027-2030</b>			<b>0</b>

**MPMS# 111496**    *Franklin Square Pedestrian Access Project*

**New**

**LIMITS:** Franklin Square

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	432												
		432	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>432</b>	<b>Total FY2023-2026</b>				<b>0</b>	<b>Total FY2027-2030</b>			<b>0</b>

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111500** *Manayunk Canal Lower Locks Preservation Project*

**New**

**LIMITS:** Manayunk Lower Locks (69 and 70)

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TAP	1,000													
		0	1,000	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2019-2022</b>		1,000			<b>Total FY2023-2026</b>				0				<b>Total FY2027-2030</b>		0

**MPMS# 111501** *Broad & Locust Modified Urban Intersection*

**New**

**LIMITS:**

No Let Date

**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 modification at Broad and Locust Streets will replicate the current construction on Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety and the aesthetics of the public realm.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	TAP	1,000													
		1,000	0	0	0	0	0	0	0	0	0	0	0		
<b>Total FY2019-2022</b>		1,000			<b>Total FY2023-2026</b>				0				<b>Total FY2027-2030</b>		0

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111503** *North Broad Street - Vision Zero Priority Corridor*

**New**

**LIMITS:** West Girard Avenue to Cecil B. Moore Avenue

No Let Date

**IMPROVEMENT** Other

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	700											
		0	700	0	0	0	0	0	0	0	0	0	0
<b>Total FY2019-2022</b>		700				<b>Total FY2023-2026</b>		0		<b>Total FY2027-2030</b>		0	

**MPMS# 111505** *Mid-block Crossing in University City - Drexel University*

**New**

**LIMITS:** 33rd and 32nd Streets

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2019-2022</b>		1,000				<b>Total FY2023-2026</b>		0		<b>Total FY2027-2030</b>		0	

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111506** *Blvd Pedestrian Safety & Direct Bus Improvements*

**New**

**LIMITS:**

No Let Date

**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 6 sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct NB Direct Bus station at Broad/Blvd; make sidewalk improvements on Broad to improve pedestrian safety to the BSL.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	TAP	1,000															
		1,000	0	0	0	0	0	0	0	0	0	0	0				
		<b>Total FY2019-2022</b>			<b>1,000</b>			<b>Total FY2023-2026</b>			<b>0</b>			<b>Total FY2027-2030</b>		<b>0</b>	

**MPMS# 111507** *Cramp Elementary School Traffic Safety Improvements*

**New**

**LIMITS:** Philadelphia's Fairhill Neighborhood

No Let Date

**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 (using SRTS funding).

		TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	SRTSF				995												
		0	0	0	995	0	0	0	0	0	0	0	0				
		<b>Total FY2019-2022</b>			<b>995</b>			<b>Total FY2023-2026</b>			<b>0</b>			<b>Total FY2027-2030</b>		<b>0</b>	

# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111508** *South Broad Street Sidepath, Phase 1*

**New**

**LIMITS:** West side of South Broad Street, from Hartranft Street to the Navy Yard

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	Tap	0	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				<b>Total FY2027-2030</b>			
		0				0				0			

**MPMS# 111509** *City Avenue Project - City Avenue Special Services District*

**New**

**LIMITS:** 52nd Street to Lapsley Lane

No Let Date

**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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	987											
		987	0	0	0	0	0	0	0	0	0	0	0
		<b>Total FY2019-2022</b>				<b>Total FY2023-2026</b>				<b>Total FY2027-2030</b>			
		987				0				0			

# DVRPC FY2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 111510 *Frankford & Belgrade Improvements*

New

LIMITS:

No Let Date

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 sidewalks, line striping, pedestrian countdowns, and traffic signal.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			300	Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 111511 *Riverfront Gateway Sidewalk Project*

New

LIMITS: I-95 from Callowhill Street to Oregon Avenue

No Let Date

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	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	625												
		625	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			625	Total FY2023-2026				0	Total FY2027-2030			0



# DVRPC FY2019-2022 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111515 Cherokee Street Bridge over Valley Green Road**

**New**

**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 Structurally Deficient due to substructure issues. It requires abutment repair and reconstruction of the bearing pedestals to avoid posting, remove its structurally deficient status, and extend its useful life.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	sSTP	136												
CON	sSTP		1,660											
		136	1,660	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>1,796</b>		<b>Total FY2023-2026</b>				<b>0</b>		<b>Total FY2027-2030</b>	

**MPMS# 111709 Second Street Signal Modernization**

**New**

**LIMITS:** Second Street corridor from Callowhill Street to Lehigh Avenue

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Daniel Farley

**CMP:**

This project will modernize intersections along the Second Street corridor from Callowhill Street to Lehigh Avenue, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	A-073	3,207												
		3,207	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2019-2022</b>			<b>3,207</b>		<b>Total FY2023-2026</b>				<b>0</b>		<b>Total FY2027-2030</b>	

# DVRPC FY2019-2022 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 111710 *Philadelphia Citywide Wireless Communication*

New

LIMITS: Citywide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP: Not SOV Capacity Adding

This project will install wireless radios to integrate signals along five proposed corridors in the city, including Columbus Boulevard, Grays Ferry Avenue, Academy Road, Whittaker Avenue/B Street, and Hunting Park Drive.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	A-073	1,795											
		1,795	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		1,795				0				0			

MPMS# 111711 *Oregon Avenue Signal Upgrades*

New

LIMITS: Oregon Avenue from Passyunk Avenue to Front Street

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Daniel Farley

CMP:

This project will modernize traffic signals along Oregon Avenue from Passyunk Avenue to Front Street, including but not limited to the installation of traffic controllers, signage and pavement markings, communications equipment to connect back to the City's Traffic Operations Center, and ADA curb ramps.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	A-073	4,668											
		4,668	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		4,668				0				0			

Total For Philadelphia	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$133,238	\$136,731	\$140,701	\$162,913	\$573,583	\$413,983	\$98,528