HIGHWAY PROJECTS FOR THE FY2017 TIP

Final Version Modified After July 2016 Adoption

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC FY 2017-2020 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS US 202 to Park Avenue

Est Let Date: 12/8/2022

IMPROVEMENT Roadway New Capacity

MRPID:119

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

FC: 16

AQ Code:2035M

PLAN CENTER: Town Center

DOI: DOI_DOI

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	530											
FD	581			1,126									
ROW	STU				927								
ROW	581				232								
UTL	STP					955							
UTL	581					239							
CON	STP						4,271						
CON	581						1,068						
CON	STU									3,600			
CON	581									900			
		530	**0**	**1,126**	**1,159**	**1,194**	**5,339**	**0**	**0**	**4,500**	**0**	**0**	**0**
		Total FY2017-2020			**2,815**	**Total FY2021-2024**			**6,533**	**Total FY2025-2028**			**4,500**

Bucks

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

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 8/23/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU		191										
ROW	185		48										
UTL	STU			197									
UTL	185			50									
CON	STP						3,287						
CON	185						822						
CON	STP												2,000
CON	185												500
		0	**239**	**247**	**0**	**0**	**4,109**	**0**	**0**	**0**	**0**	**0**	**2,500**
		Total FY2017-2020			**486**	**Total FY2021-2024**			**4,109**	**Total FY2025-2028**			**2,500**

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Maple Avenue to Farmers Lane

Est Let Date: 1/15/2021

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	269											
FD	581	67											
ROW	STP				308								
ROW	581				77								
UTL	STU				234								
UTL	STP				257								
UTL	581				59								
UTL	581				64								
UTL	STU					700							
UTL	581					175							
CON	STU							11,988					
CON	581							2,997					
		336	**0**	**0**	**999**	**875**	**0**	**14,985**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,335**	**Total FY2021-2024**			**15,860**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Beaver Creek

Est Let Date: 12/10/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	BOF		175										
FD	183		33										
FD	LOC		11										
ROW	BOF			47									
ROW	183			9									
ROW	LOC			3									
UTL	BOF			56									
UTL	183			10									
UTL	LOC			3									
CON	BOF				1,159								
CON	183				218								
CON	LOC				73								
		0	**219**	**128**	**1,450**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,797**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 13016 ***Clay Ridge Road over Rapp Creek*** **New**

LIMITS County Bridge #87 No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: TSS/T. Stevenson CMP: Not SOV Capacity Adding

PennDOT Class: PennDOT Improvement: NHPP:

Clay Ridge Road over Rapp Creek (County Bridge #87) is a 55-foot long single lane two span concrete encased steel beam bridge built in 1917. The bridge is structurally deficient as a result of the poor condition of the deck, superstructure, pier and both abutments, resulting in traffic restrictions. Due to the advanced deterioration of all structural elements, the County intends to remove and replace the structure in a context sensitive manner.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13			200									
FD	ACT13			140									
ROW	ACT13			20									
UTL	ACT13			10									
CON	ACT13				1,570								
		0	**0**	**370**	**1,570**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,940**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Kimples Creek

Est Let Date: 2/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS Over Perkiomen Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Perkasie Borough — FC: — AQ Code:S19

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14G

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

This project involves rehabilitating or replacing bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project. The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasie Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	183	34											
UTL	LOC	8											
CON	BOF												
CON	183												
CON	LOC												
CON	BOF			1,870									
CON	183			350									
CON	LOC			116									
CON	183									2,336			
		42	**0**	**2,336**	**0**	**0**	**0**	**0**	**0**	**2,336**	**0**	**0**	**0**
		Total FY2017-2020		**2,378**		**Total FY2021-2024**			**0**	**Total FY2025-2028**		**2,336**	

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

LIMITS Over Deep Run — Est Let Date: 9/14/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bedminster Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 0

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

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

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS Over Morris Run Creek

Est Let Date: 6/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS Exit 28 to 29 and parts of I-95

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

PLAN CENTER:

PROJECT MANAGER: AECOM/M. Girman

PennDOT Class: New Alignment

FC: 11

DOI:

CMP: Major SOV Capacity

PennDOT Improvement: New Alignment

No Let Date

MRPID:35

AQ Code:2020M

IPD: 3

CMP Subcorridor(s): 1A, 4A

NHPP: Y

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

Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange, replacement of the existing Delaware River Bridge toll plaza with a cashless toll facility collecting in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative. All Stage 1 project funding not covered by Contracts D10 (MPMS 95439) and D20 (MPMS 95444) is included below based on the latest program schedule. Additionally, some Stage 2 design funds are shown based upon the latest adopted PTC Capital Plan.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway Road, Richlieu Road and Bristol-Oxford Valley Roads over the Turnpike and Ford Road over I-95. Additional Stage 1 completed work includes the PA Turnpike's Northwest Quadrant Wetland Mitigation Site, the Plumbridge Greenway Stream Mitigation Site, and the advanced Intelligent Transportation System deployment. Current Stage 1 work includes construction of the new mainline toll plaza between Richlieu and Galloway Roads. The toll plaza will feature Express E-ZPass lanes which will allow motorists to pass through the plaza at highway speeds. Conventional toll booths will be provided in the outside lanes of the plaza for cash paying customers. This toll plaza phase will also include the construction of a cashless toll facility at the Delaware River Bridge in the westbound direction and the removal of the Route 13 Interchange toll plaza. The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would be redesignated in PA and NJ as I 295. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction. Stage 1 will operate independently until future stages are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. Funding noted below provides for Stage 1 improvements not captured by SR 0095 D10 (MPMS 95439) and D20 (MPMS 95444). Remaining Stage 1 work not already underway or completed includes the reconstruction of the ramp from the existing Delaware Valley Interchange toll plaza to Route 13 and includes a new at-grade signalized intersection with Route 13.

A future Stage 2 will include construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from two lanes in each direction to three lanes in each direction in addition to the associated reconstruction work on the Turnpike and I-95. A future Stage 3 will include a new parallel bridge over the Delaware River. Commencement of construction for Stage 2 however is contingent upon the identification and programming of sufficient funding.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to project.

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

TIP Program Years ($ 000)

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

Bucks

MPMS# 13376 ***Milford Square Pike Bridge (CB #252) over Unami Creek Rehabilitation*** **New**

LIMITS OLD 923 o/ UNAMI CREEK — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: TSS/GANNETT/S. New — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The purpose of the project is to rehabilitate the bridge to prolong its useful life and remove the structural deficient (SD) status of the structure. The scope includes concrete repairs to the abutments, wingwalls, pier, and beam encasement, installation of scour/undermining countermeasures, and installation of standard safety features, including approach and transition guiderails, striping, and signage. This work has been completed and the SD status has been removed as a result. This is a retroactive-reimbursement.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13	41											
FD	ACT13	34											
CON	ACT13	522											
		597	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**597**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Sellersville Borough — Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough — FC: 14 — AQ Code:S19

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TSS/S. Fellin — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	450											
ROW	185	150											
UTL	185	265											
CON	185						4,919						
		865	**0**	**0**	**0**	**0**	**4,919**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**865**	**Total FY2021-2024**			**4,919**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Licking Creek

Est Let Date: 4/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581	90											
UTL	185	96											
CON	STU												
CON	NHPP		26										
CON	185												
CON	NHPP			624									
CON	581			156									
CON	185			409									
CON	STP				1,172								
CON	185				293								
CON	NHPP					4,000							
CON	STU					1,172							
CON	581					890							
CON	185					500							
		186	**26**	**1,189**	**1,465**	**6,562**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,866**	**Total FY2021-2024**			**6,562**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS PA 413 - PA Turnpike

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Bensalem Township; Middletown Township

PLAN CENTER:

PROJECT MANAGER: TSS/P. Berthold

PennDOT Class: Bridge Restoration

FC: 12; 14

DOI: DOI_DOI

CMP: Major SOV Capacity

PennDOT Improvement: Bridge Restoration

No Let Date

MRPID:37

AQ Code:2025M

IPD: 0

CMP Subcorridor(s): 4A, 5I

NHPP: Y

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

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP												
FD	581												
FD	NHPP			1,912									
FD	581			478									
FD	NHPP					2,897							
FD	581					724							
FD	NHPP						260						
FD	581						65						
FD	STU									3,418			
FD	581									854			
UTL	STU				3,895								
UTL	581				969								
UTL	185				5								
		0	**0**	**2,390**	**4,869**	**3,621**	**325**	**0**	**0**	**4,272**	**0**	**0**	**0**
		Total FY2017-2020			**7,259**	**Total FY2021-2024**			**3,946**	**Total FY2025-2028**			**4,272**

Bucks

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

LIMITS Over Conrail

Est Let Date: 12/21/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls. The replaced bridge will consist of a three-span continuous prestressed composite concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access. There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge. Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU		234										
PE	581		59										
FD	STP	69											
FD	TOLL												
FD	STU	300											
CON	185	1,988											
CON	185		580										
CON	185			342									
CON	185				509								
CON	185						695						
CON	185									650			
		2,357	**873**	**342**	**509**	**0**	**695**	**0**	**0**	**650**	**0**	**0**	**0**
		Total FY2017-2020		**4,081**		**Total FY2021-2024**		**695**		**Total FY2025-2028**		**650**	

Bucks

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

LIMITS Over Unami Creek — Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township — FC: 7 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: Plans/C. Veiga — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

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

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete- the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. The existing Upper Ridge Road (S.R. 4033) bridge is structurally deficient and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height cracks.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	STP	743											
ROW	185		180										
UTL	581		22										
CON	581			1,000									
CON	581				2,151								
		743	**202**	**1,000**	**2,151**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**4,096**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS PA 313/Swamp Road and US 202, East State Street to — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Buckingham Township; Doylestown Borough; Doylestown Township — FC: 12; 14 — AQ Code:R3

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Minor SOV Capacity — CMP Subcorridor(s): 8G, 8H

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	234											
FD	581	59											
		293	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**293**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS At US 1 and Bristol/Levittown Parkway — Est Let Date: 12/7/2023

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Falls Township; Middletown Township — FC: 16; 17 — AQ Code:R1

PLAN CENTER: Suburban Center — DOI: — IPD: 1

PROJECT MANAGER: J. Brown — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4A, 5I

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

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

TIP Program Years ($ 000)

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

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

LIMITS Over Tinicum Creek — Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township — FC: 8 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 1

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: N

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

Currently, there is a stop condition at either end of the bridge due to its narrow width. Traffic has been reduced to one lane. The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tinicum Creek. No utility conflicts are anticipated.

TIP Program Years ($ 000)

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

Bucks

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

LIMITS PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 2/14/2019

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

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

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: N

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

There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. New sidewalks and ADA ramps are proposed along the corridor from Neshaminy Mall to Richlieu Road. As a result of the improvements to SR 2025, approximately 65 parcels will be affected by either required ROW takes and/or temporary easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township.

The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. This work has been completed under an HOP contract by a private development entity.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	318											
CON	STU												
CON	581												
CON	STP												
CON	581												
CON	STU				699								
CON	581				174								
CON	STU						3,404						
CON	581						850						
CON	STP							1,742					
CON	581							436					
CON	STU									7,000			
CON	581									1,750			
		318	**0**	**0**	**873**	**0**	**4,254**	**2,178**	**0**	**8,750**	**0**	**0**	**0**
		Total FY2017-2020			**1,191**	**Total FY2021-2024**			**6,432**	**Total FY2025-2028**			**8,750**

Bucks

MPMS# 13742 ***Hellertown Road Bridge Over Cooks Creek (Cooks Crossing) SR:0412*** **Return**

LIMITS Over Cooks Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Springfield Township — FC: 6 — AQ Code:S19

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	13											
CON	581	3											
		16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Cornwells Heights Shuttle Bus Operations — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:M1

PLAN CENTER: — DOI: — IPD: 3

PROJECT MANAGER: L. Guarini — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 12A

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

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

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS Route 663 to Route 309 — Est Let Date: 10/18/2018

IMPROVEMENT Roadway New Capacity — MRPID:118

MUNICIPALITIES: Milford Township; Richland Township — FC: 17 — AQ Code:NRS

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/T. Stevenson — CMP: Major SOV Capacity — CMP Subcorridor(s): 14C

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	100											
PE	581			345									
FD	581		50										
ROW	581		75										
UTL	581		100										
CON	STU			994									
CON	TOLL												
CON	STP			306									
		100	**225**	**1,645**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,970**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 50633 ***PA 263, Old York Road Concrete Rehabilitation and Overlay SR:0263*** **Return**

LIMITS Bristol Road to PA 413 — No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township — FC: 14 — AQ Code:2020M

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Minor SOV Capacity — CMP Subcorridor(s): 8H, 12A

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP		500										
CON	TOLL												
CON	STU		508										
		0	**1,008**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,008**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Kulp Road to PA 611

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Horsham Township; Warrington Township

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Rasiul

PennDOT Class: Highway Restoration

FC: 14

DOI: DOI_DOI

CMP: Not SOV Capacity Adding

PennDOT Improvement: Highway Restoration

Est Let Date: 12/13/2018

MRPID:34

AQ Code:S10

IPD: 0

CMP Subcorridor(s): 12B

NHPP: Y

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

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

TIP Program Years ($ 000)

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

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Ferry Road to Broad Street

Est Let Date: 10/17/2019

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:2025M

PLAN CENTER:

DOI: DOI_DOI

IPD: 0

PROJECT MANAGER: Gannett/S. New

CMP: Minor SOV Capacity

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	400											
FD	581	100											
ROW	NHPP			630									
ROW	581			158									
UTL	NHPP			236									
UTL	581			59									
CON	NHPP						11,874						
CON	581						2,969						
		500	**0**	**1,083**	**0**	**0**	**14,843**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,583**		**Total FY2021-2024**		**14,843**		**Total FY2025-2028**		**0**	

Bucks

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

LIMITS Neshaminy Creek to PECO Right-of-Way

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R3

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: N

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	HSIP	600											
FD	TOLL												
FD	TOLL												
FD	HSIP		49										
ROW	TOLL												
ROW	HSIP	171											
ROW	TOLL												
ROW	HSIP		329										
		771	**378**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,149**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS PA 309/California Road/Main Street

Est Let Date: 7/13/2017

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Quakertown Borough; Richland Township

FC: 14

AQ Code:2020M

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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

The 15 Intersections include:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	3,020											
CON	TOLL												
CON	TOLL												
CON	CAQ		900										
		3,020	**900**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,920**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 57641 ***Bustleton/Bridgetown Pike Closed Loop Signal System SR:0213*** **Return**

LIMITS At Buck Road/Jay Street/Bristol Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Southampton Township — FC: 14; 16 — AQ Code:2015M

PLAN CENTER: — DOI: — IPD: 2

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5I, 12A

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a shared thru/right turn lane in addition to the existing thru lane. The second is to add a right turn lane with sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). Additional improvements consist of adding a shared through-right turn lane at the intersection of Bridgetown Pike & Buck Road. This auxiliary lane will be added to the intersection along the southbound direction of Bridgetown Pike. Bridgetown Pike is a 2-lane arterial from Old Bristol Road to Buck Road. However, it is a 4-lane arterial from Buck Road to County Line Road. Currently, vehicles use a long, striped shoulder at this location to make either a right turn onto Buck Road or to continue westbound thru the intersection onto Bustleton Pike using the rightmost existing receiving lane. This project will delineate this lane as a designated thru-right turn lane and lengthen the lane from 75'-0" to approximately 150'-0". Curbing and drainage modifications are proposed along eastbound Bridgetown Pike as part of the widening. In addition a dedicated right-turn lane will be added on northbound direction of Bristol Road at the intersection of Bristol Road and Bridgetown Pike. This approach to the existing T-intersection currently has only one approach lane; therefore right and left turns queue in this single lane. By adding an additional right-turn lane on this approach, more green time can be allocated to the traffic on Bridgetown Pike, thereby improving the flow of traffic on all the approaches of this intersection. Curbing and drainage improvements are proposed along westbound Bristol Road as part of the widening. The eastbound pavement on Bridgetown Pike and the northbound pavement on Bristol Pike will be milled and overlaid along the length of widening.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		22										
		0	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**22**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Stump Road to Lower State Road/Kulp Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Montgomery Township; Horsham Township; Warrington Township

PLAN CENTER:

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

FC: 14

DOI: DOI_BASE

Actl Let Date: 9/17/2015

MRPID:34

AQ Code:2025M

IPD: 0

CMP Subcorridor(s): 12B

NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	1,988											
CON	SXF			1,704									
		1,988	**0**	**1,704**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,692**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Branch of Neshaminy Creek

Est Let Date: 4/9/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

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

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU				260								
PE	581				65								
ROW	STU												
ROW	581												
ROW	STU				487								
ROW	185				121								
UTL	STP												
UTL	581												
UTL	STU				244								
UTL	581				61								
CON	STP				3,411								
CON	185				853								
		0	**0**	**0**	**5,502**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**5,502**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Tohickon Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plumstead Township; Tinicum Township — FC: 6 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 0

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU		55										
		0	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**55**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Under CSX Spur Line

Est Let Date: 1/11/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Falls Township

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU	829											
CON	STP	1,851											
CON	LOC	829											
CON	STU		700										
		3,509	**700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,209**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Over Brock Creek, Yardley to Bristol Boroughs — Est Let Date: 12/7/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Borough; Yardley Borough — FC: — AQ Code:X12

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4A

PennDOT Class: Air Quality — PennDOT Improvement: Air Quality — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	LOC			836									
CON	STU					937							
		0	**0**	**836**	**0**	**937**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**836**	**Total FY2021-2024**			**937**	**Total FY2025-2028**			**0**

MPMS# 77449 ***Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE) SR:0013*** **Return**

LIMITS North of Route 1 to Philadelphia — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tullytown Borough — FC: 12 — AQ Code:A2

PLAN CENTER: — DOI: — IPD: 1

PROJECT MANAGER: — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5I

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP: Y

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath.

$690,000 TE funds were approved during the FY2006 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #47392, 65922 and 71159. A total of $1.690 million TE funds have been recommended for this project.

The $471,000 is made available by William Penn Foundation via DVRPC Regional Trails Program.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		16										
		0	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Brownsville Road over Neshaminy Creek

Est Let Date: 1/21/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Southampton Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		700										
FD	185			700									
ROW	STU	212											
ROW	185	53											
UTL	STU	212											
UTL	185	53											
CON	STP				5,194								
CON	185				1,298								
		530	**700**	**700**	**6,492**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**8,422**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 84086 ***US 1 over PA 213 Maple Avenue Bridge Replacement*** **Return**

LIMITS

Actl Let Date: 10/27/2011

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

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

Funds in FY17 are for Accrued Unbilled Costs (AUC).

This structurally deficient bridge was constructed in 1967 and was rehabilitated in 1996. The bridge extends approximately 2000 feet to the north and 1500 feet to the south of the PA 213 overpass in Middletown Township. US 1 is a limited access freeway with two lanes in each direction. The proposed project includes reconstructing the bridge, reconstructing and reprofiling US 1 in the vicinity of Maple Avenue to improve the vertical clearance at the overpass, increasing the acceleration and deceleration lengths of the four US 1/Maple Avenue ramps, adjusting the traffic signal at the two signalized intersections at the US 1 interchange ramps with Maple Avenue, and adding a short stacking lane along the US 1 northbound exit ramp. US 1 is a limited access freeway facility and therefore does not permit bicycle/pedestrians use of this facility. No bicycle/pedestrian facilities will be incorporated along PA 213.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STP	207											
CON	TOLL												
CON	STU		10										
		207	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**217**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township FC: AQ Code:S19

PLAN CENTER: DOI: Yes IPD:

PROJECT MANAGER: Gannett/B. Rasiul CMP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		680										
PE	185		170										
FD	185			570									
ROW	185			98									
ROW	185				118								
ROW	185					34							
UTL	185			110									
CON	185									4,700			
		0	**850**	**778**	**118**	**34**	**0**	**0**	**0**	**4,700**	**0**	**0**	**0**
		Total FY2017-2020		**1,746**		**Total FY2021-2024**			**34**	**Total FY2025-2028**		**4,700**	

Bucks

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

LIMITS Over Cooks Creek

Est Let Date: 10/19/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Durham Township

FC: 2

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

This project involves replacing the superstructure of a 72 feet long, 37 foot wide, single span bridge due to the cracking and bulging of the abutments. The bridge currently has 2 lanes in each direction with 8' shoulders on each side.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	480											
UTL	TOLL												
UTL	NHPP		109										
CON	NHPP		4,520										
CON	185		1,130										
CON	NHPP												
CON	185												
CON	NHPP												
CON	185												
CON	NHPP												
CON	185												
		480	**5,759**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,239**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Church Road to Tollgate Road — Est Let Date: 1/31/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Rock — FC: 2; 12; 14; 16; 17 — AQ Code:S10

PLAN CENTER: — DOI: DOI_DOI — IPD: 3

PROJECT MANAGER: TSS/M. Fausto — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14G

PennDOT Class: Preventive Maintenance — PennDOT Improvement: Preventive Maintenance — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	NHPP	218											
FD	NHPP	6,365											
FD	TOLL												
ROW	STP			90									
ROW	581			23									
UTL	STP			90									
UTL	581			23									
CON	NHPP			1,000									
CON	581			250									
CON	NHPP				1,000								
CON	581				250								
CON	NHPP					10,874							
CON	581					2,718							
CON	NHPP						10,874						
CON	581						2,718						
CON	NHPP							13,746					
CON	581							3,436					
CON	NHPP									6,000			
CON	STU									2,000			
CON	581									1,500			
		6,583	**0**	**1,476**	**1,250**	**13,592**	**13,592**	**17,182**	**0**	**9,500**	**0**	**0**	**0**
		Total FY2017-2020		**9,309**		**Total FY2021-2024**		**44,366**		**Total FY2025-2028**		**9,500**	

Bucks

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

LIMITS SR 532 to SR 413 Est Let Date: 10/19/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Makefield Township; Newtown Township; Upper Makefield Tow FC: 16; 17 AQ Code:R2

PLAN CENTER: DOI: IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement PennDOT Improvement: Safety Improvement NHPP: N

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	339											
ROW	581		55										
UTL	581		55										
CON	SXF			269									
CON	TOLL												
CON	STP				1,037								
CON	TOLL												
CON	STP						495						
		339	**110**	**269**	**1,037**	**0**	**495**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,755**	**Total FY2021-2024**			**495**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Solebury Township, Bucks County

Est Let Date: 5/14/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

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

Bucks

MPMS# 92582 ***I-95 Philadelphia to Scudder Falls*** **New**

LIMITS I-95 from Philadelphia to Scudder Falls — Est Let Date: 6/8/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various — FC: 11 — AQ Code:S10

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP:

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP: Y

This is a pavement preservation project to mill and repave I-95 from the Philadelphia County Line to the Newtown-Yardley Road Interchange, a distance of approximately 17 miles. The project will also include upgrades to guide rail as required and replacing or repairing damaged and/or faded traffic signs. No work is proposed in the area of the ongoing I-95/PA Turnpike Interchange construction.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	275											
CON	NHPP	3,887											
CON	STU	1,416											
CON	581	972											
CON	581	423											
CON	STU		1,084										
CON	STP		1,182										
CON	NHPP		2,000										
CON	581		625										
CON	581		296										
CON	581		146										
CON	NHPP			3,000									
CON	STP			1,473									
CON	STU			2,000									
CON	581			750									
CON	581			868									
CON	NHPP				3,000								
CON	STP				3,600								
CON	STU				3,160								
CON	581				750								
CON	581				790								
CON	581				900								
		6,973	**5,333**	**8,091**	**12,200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**32,597**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Sellersville Borough, North of Park ave Intersection

Est Let Date: 6/22/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	50											
FD	185		46										
ROW	NHPP	100											
ROW	STU			190									
UTL	185			100									
CON	NHPP	3,280											
CON	185	820											
CON	STU		785										
CON	581		196										
		4,250	**1,027**	**290**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,567**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike Exchange, Bucks County

Est Let Date: 9/14/2017

IMPROVEMENT Roadway Rehabilitation

MRPID:37

MUNICIPALITIES: Bensalem Township

FC: 12; 14; 16

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading of 2 interchanges S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike); reconstruction of 4 bridges; and removal of 1 bridge. The improvements for this section of S.R. 0001 are as follows:
-Widening of S.R. 0001 median width to meet current design criteria.
-Raising the S.R. 0001 profile from south of the Street Road interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structures over S.R. 0132 (Street Road), I-0276 (PA Turnpike) and the PA Turnpike Ramps I & J.
-Adding a third travel lane along S.R. 0001 in each direction from the Street Road interchange to north of the PA Turnpike Interchange
-Adding a northbound right-turn lane along S.R. 0001 from the S.R. 2037 (Old Lincoln Highway) intersection north to the Street Road interchange.
-Reconfiguring the Street Road interchange to remove the four (4) traffic movements (ramps) between westbound Street Road and S.R. 0001 northbound and southbound from the northern side of Street Road and adding the movements to the southern side. Removing these movements from the north side of the interchange eliminates access and egress points along S.R. 0001, allowing longer weave lengths between the Street Road interchange and the PA Turnpike interchange. Reconfiguring the interchange includes improvements to the existing ramp geometry and the addition of a ramp in the southwestern quadrant. Traffic signals will be added on Street Road at each of the two (2) proposed ramp intersections. The existing signal timings will be evaluated.
-Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the Street Road interchange and the PA Turnpike interchange.
-Increasing the existing loop ramp radius to improve design speed to 30 mph and incorporating a second lane on the S.R. 0001 northbound exit ramp to the PA Turnpike at the PA Turnpike interchange.
-Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
-Removing the existing Limited Access on Street Road within the S.R. 0001 interchange. Entrances directly accessing S.R. 0001 through the Street Road interchange will be eliminated by relocating the driveways allowing entrances access from Street Road.
-Structure improvements include the replacement of four (4) existing bridges, the removal of one (1) existing bridge, the construction of 1 retaining wall and the construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over S.R. 0132 (Street Road), I-0276 (the PA Turnpike), and the PA Turnpike Ramps I & J. The S.R. 2025 (Bristol Road) bridge over S.R. 0001 will also be replaced. The existing bridge to be removed currently carries S.R. 0001 over a closed private access road located between the PA Turnpike and Neshaminy interchanges.
-This project will include upgrades to guiderail, drainage improvements and signage improvements.
-The reconstruction and widening project also minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		3,674										
CON	NHPP		11,641										
CON	STP		18										
CON	581		3,834										
CON	STU			14,861									
CON	581			3,715									
CON	STU				15,220								

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CON	NHPP				2,861										
CON	581				4,520										
CON	NHPP					6,361									
CON	581					1,590									
CON	NHPP						14,861								
CON	581						3,715								
CON	NHPP									8,386					
CON	185									1,211					
CON	581									886					
		0	**19,167**	**18,576**	**22,601**	**7,951**	**18,576**	**0**	**0**	**10,483**	**0**	**0**	**0**		
		Total FY2017-2020			**60,344**	**Total FY2021-2024**			**26,527**	**Total FY2025-2028**			**10,483**		

Bucks

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

LIMITS Route 1 - Neshaminy and Penndel Interchanges, Bucks County

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township; Bensalem Township

PLAN CENTER:

FC: 12; 14; 17

DOI:

Est Let Date: 2/13/2020

MRPID:37

AQ Code:2035M

IPD: 1

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:
-Widening of S.R. 0001 median width to meet current design criteria.
-Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).
-Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.
-Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
-Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.
-North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.
-Structure improvements include the replacement of 3 existing bridges, the construction of 5 retaining walls and the possible construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.
-S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.
-Pedestrian walkways and transit stops along Rockhill Drive will be investigated.
-This project will include upgrades to guiderail, drainage improvements and signage improvements.
-The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this project avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581					905							
CON	NHPP						20,484						
CON	581						5,201						
CON	NHPP							24,119					
CON	581							6,029					
CON	NHPP								41,717				
CON	581								10,429				
CON	NHPP									9,828			
CON	581									1,877			

Bucks

0	0	0	0	905	25,685	30,148	52,146	11,705	0	0	0
Total FY2017-2020			0	Total FY2021-2024			108,884	Total FY2025-2028			11,705

Bucks

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

LIMITS Route 1 - Frontage Road Corridor, Bucks County

Est Let Date: 2/10/2022

IMPROVEMENT Roadway New Capacity

MRPID:37

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township

FC: 12; 19

AQ Code:S10

PLAN CENTER:

DOI:

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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

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

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

Design Parent is MPMS #13549
Route 1 Improvements Northern section RC2 is MPMS #93445
Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP				1,021								
FD	581				277								
UTL	NHPP					740							
UTL	581					304							
UTL	NHPP									478			
CON	NHPP								7,306				
CON	185								913				
CON	581								913				
CON	NHPP									56			
CON	185									308			
CON	581												
CON	NHPP										56		
CON	581												
CON	185										308		

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CON	NHPP												310		
CON	581														
CON	185												913		
		0	**0**	**0**	**1,298**	**1,044**	**0**	**0**	**9,132**	**842**	**364**	**1,223**	**0**		
		Total FY2017-2020			**1,298**	**Total FY2021-2024**			**10,176**	**Total FY2025-2028**			**2,429**		

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

LIMITS Exit 28 to 29 and parts of I-95, PA 413 and PA 2049 — Actl Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements — MRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 1A, 4A

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

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

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

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95439 is for contract D10. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D10 includes the widening and reconstruction of the mainline Pennsylvania Turnpike in Bristol Township, Bucks County, from a point approximately 600 feet west of the S. R. 0095 overpass (approximate I-276 Milepost 355.6 near Durham Road) to a point 500 feet west of the Delaware River Bridge Toll Plaza (approximate I-276 Milepost 358.0), piers for the I-95 flyover ramps, and the replacement of the Turnpike Mainline Bridges over Durham Road, Veterans Highway (PA 413) and Mill Creek.

Overall, Stage 1 work along the turnpike mainline includes full depth pavement reconstruction and overlay, pavement markings, signing, stormwater management facilities, erosion and sedimentation control measures, new bridges, bridge substructure units, sound walls, retaining walls, bridge rehabilitations, culvert extensions, sign structures, removal of existing bridges, bridge approach slabs, guiderail, sanitary sewer work, CCTV, highway lighting, stream mitigation, and drainage. The project also includes roadway improvements along S.R. 0413 from Segment 0101 Offset 1378 to Segment 0101 Offset 2603 and S.R. 2049 from Segment 0040 Offset 0000 to Segment 0040 Offset 1112. Work includes traffic signals, pavement reconstruction, concrete curb, design-build pedestrian ramps, guiderail, drainage facilities, utility relocation, and other miscellaneous construction.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TPK	30,000											
		30,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**30,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bristol Township

PLAN CENTER:

FC:

DOI: No

Actl Let Date: 5/21/2015

MRPID:35

AQ Code:2020M

IPD: 3

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

CMP Subcorridor(s): 1A, 4A

PennDOT Class: Highway Reconstruction PennDOT Improvement: Highway Reconstruction

NHPP: Y

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

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

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. This MPMS# 95444 is for contract D20. The I-95/Pennsylvania Turnpike Interchange Project Construction Contract D20 in Bristol Township, Bucks County, includes the widening and reconstruction of approximately 0.7 miles of I-95 northbound and southbound between the Neshaminy Creek and the connection with I-276 (PA Turnpike). It includes the construction of new interchange connections with I-276 for both I-95 northbound and I-95 southbound. The project also includes the redesignation of proposed I-295 EB/WB (existing I-95 NB/SB) between the I-276 overpass and the Scudder Falls Bridge. Also, D20 includes the partial construction of a ramp connection to link I-276 EB to I-95 SB and a collector-distributer road located to the west of the existing I-276 overpass adjacent to proposed I-295 WB. Four ramps will also be partially reconstructed at the I-95 interchange with SR0413.

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

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. Use of toll credits was approved by PENNDOT in 2003. Stage 1 of the project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of funding sources; however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TPK	25,000											
		25,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**25,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 96071 ***Bucks County Bridge Deck Sealing*** **Return**

LIMITS Actl Let Date: 9/25/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various FC: AQ Code:S10

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: Bridge Preservation - Federal PennDOT Improvement: Bridge Preservation - Federal NHPP: Y

This is a preventative maintenance project that countains various structures in Bucks County for bridge deck sealing.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	4											
CON	TOLL												
CON	STU	100											
		104	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**104**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS State Route 152 in Chalfont Borough No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chalfont Borough FC: 16 AQ Code:2025M

PLAN CENTER: DOI: IPD:

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

PennDOT Class: Congestion Reduction PennDOT Improvement: Congestion Reduction NHPP: N

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

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS S. Tamendend Ave. beteween Butler Ave. and SEPTA New Britain Train Station — Actl Let Date: 4/6/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: New Britain Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	150											
CON	CAQ	180											
		330	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**330**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Doylestown Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 3 program will upgrade existing traffic signals from incandescent bulbs to LEDs at the following locations: Swamp Road (SR0313) at Ferry Road (SR1006), Swamp Road (SR0313) at Pine Run Road (T-401)/Saw Mill Road (T-391), Almshouse Road (SR 2089) at Barn Plaza/Doylestown Point Plaza, Easton Road (SR0611) at Doylestown Point/Neshaminy Manor Driveways, Easton Road (SR0611) at Barn Plaza Shopping Center/Bucks County Prison, Easton Road (SR0611) at Edison-Furlong Road (SR2079), East State Street (SR3002) at East Road (T-351), Easton Road (SR0611) at Swamp Road (SR0313)/Old Easton Road (T-403). As required by PennDOT, District 6-0 Traffic Unit the Traffic Signal Permit plans will be revised as necessary.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	90											
		90	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**90**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Nockamixon Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 2

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

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

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

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

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

TIP Program Years ($ 000)

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

Bucks

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

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

Est Let Date: 12/11/2025

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_Study

IPD: 0

PROJECT MANAGER: L. Guarini

CMP: Minor SOV Capacity

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

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

TIP Program Years ($ 000)

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

Bucks

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

LIMITS Lenape Lane to Upper State — Est Let Date: 8/23/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township — FC: — AQ Code:A2

PLAN CENTER: Town Center — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will fund construction of a section of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road. The trail will be an ADA-compliant shared-use path and will complete a missing link in the NGT, providing a connection to the 202 Parkway Trail. The sections of the NGT to the south and west have been constructed, and the section of the NGT to the east is fully funded for design and construction. When completed, the NGT will create numerous non-motorized transportation connections to local destinations, including the Chalfont and New Britain SEPTA Train Stations.

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

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 $375,000 out of the $9.4 million awarded to the region. This project also received $1,225,000 of Regional TAP funds.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		375										
CON	TOLL												
CON	TAU				1,225								
		0	**375**	**0**	**1,225**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,600**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Route 32 (River Road)/Lower York Road (Rt 202 Spur) to Route 32/Chapel Road(CanalPk&MagillsHillPk) Actl Let Date: 12/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Solebury Township FC: AQ Code:2020M

PLAN CENTER: DOI: No IPD: 0

PROJECT MANAGER: EE/DVRPC/K. Lawrence CMP:

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	981											
		981	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**981**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 103608 ***Flushing Road over Branch of Neshaminy Creek*** **New**

LIMITS County Bridge #282 — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bensalem Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: L. Guarini — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Flushing Road over Branch of Neshaminy Creek (County Bridge #282) is a 39-foot long single span steel Pratt Pony Truss structure built in 1948. It has substandard safety features on the bridge and at the bridge approaches. The bridge is structurally deficient as a result of the serious condition of the steel superstructure and poor condition of the masonry substructure. It is currently open to traffic with a posted limit of 12 tons and an exception for combinations of 21 tons. Due to the advanced deterioration of the superstructure and substructure, the County intends to complete a thorough rehabilitation of the bridge. Anticipated work includes repair/replacement of the open grid deck, stringers and floor beams, bridge seat and abutment backwall; repair/replacement of truss members and truss bearing as required; cleaning and painting all structural steel; installation of structure-mounted bridge railing; repair/repointing of stone masonry abutments/wings; installation of approach guiderail; scour protection measures; and repaving of approaches.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13		60										
FD	ACT13			60									
ROW	ACT13			10									
UTL	ACT13			10									
CON	ACT13			830									
		0	**60**	**910**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**970**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103610 ***Creek Road over Little Neshaminy Creek*** **New**

LIMITS County Bridge #138 — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Warwick Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: TSS/T. Stevenson — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

Creek Road over Little Neshaminy Creek (County Bridge #138), is a 31-foot long single span concrete encased steel beam structure built in 1937. It has substandard safety features on the bridge and at the bridge approaches. The bridge is structurally deficient as a result of the serious condition of the substructure. The bridge is currently open to traffic with a 12 ton load posting. Due to the advanced deterioration of the substructure, the County intends to remove and replace the structure in a context sensitive manner.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13		100										
FD	ACT13			75									
ROW	ACT13			20									
UTL	ACT13			20									
CON	ACT13			1,560									
		0	**100**	**1,675**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,775**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 103620 ***Frosty Hollow Road Over Mill Creek (CB #15)*** **New**

LIMITS Middletown Township, Bucks County, CB #15 — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

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

PennDOT Class: — PennDOT Improvement: — NHPP:

This bridge replacement is a retro-reimbursement project. The County Bridge number is 15.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	56											
FD	LOC	14											
FD	183		49										
FD	LOC		12										
CON	183		154										
CON	LOC		39										
CON	183			393									
CON	LOC			98									
		70	**254**	**491**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**815**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Central Bucks West High School to 202 Parkway Trail — Actl Let Date: 2/9/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Doylestown Township — FC: — AQ Code:A2

PLAN CENTER: Town Center — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	793											
		793	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**793**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS From bridge over the Neshaminy Creek to a point west of Walnut Ave. within BID — Actl Let Date: 4/6/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Township — FC: — AQ Code:X12

PLAN CENTER: — DOI: No — IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104365 ***New Falls Road***

LIMITS New Falls Rd (SR 2006) — Est Let Date: 4/26/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Bristol Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD: 3

PROJECT MANAGER: Traff/A. Patel — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	630											
CON	sHSIP		1,170										
		630	**1,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,800**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

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

IMPROVEMENT Signal/ITS Improvements

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

PLAN CENTER: — DOI: No — IPD: 6

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
CON	A-073	135											
CON	LOC	134											
		289	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**289**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

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

IMPROVEMENT Signal/ITS Improvements

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

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	12											
PE	LOC	12											
CON	A-073	162											
CON	LOC	162											
		348	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**348**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 105643 ***Mill Creek Parkway and Levittown Parkway*** **New**

LIMITS Intersection of Mill Creek Parkway (G454) and Levittown Parkway (SR 2051) No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Falls Township FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD: 2

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	155											
CON	LOC	155											
		310	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**310**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105645 ***Lincoln Highway Traffic Adaptive System*** **New**

LIMITS The Lincoln Highway Corridor in Middletown Township No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Middletown Township FC: AQ Code:2020M

PLAN CENTER: Suburban Center DOI: No IPD: 3

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Install a traffic adaptive system on Lincoln Hwy from I 95 ramp intersections to Oxford Valley Rd. The project will upgrade all the intersections in System I-76 and include the additional intersection of Lincoln Hwy and Oxford Valley Rd. Currently with the surrounding land uses (various retail developments, a large regional mall, and amusement/theme park) and nearby major highways (Interstate 95 and Route 1) the flow of traffic varies greatly, not only throughout the day, but seasonally throughout the year and static timing plans are unable to properly handle these various traffic flows. The basic coordination/retiming of the traffic signals on the Lincoln Highway corridor would not adequately address the needs associated with these traffic variations.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	8											
FD	LOC	7											
CON	A-073	283											
CON	LOC	283											
		581	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**581**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

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

IMPROVEMENT Signal/ITS Improvements

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

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	21											
CON	LOC	21											
		42	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**42**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

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

IMPROVEMENT Signal/ITS Improvements

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

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	A-073	13											
ROW	LOC	12											
		25	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**25**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 105648 ***Route 309 Signal Retiming*** **New**

LIMITS S. West End Boulevard (SR 0309) at the intersections with W. Pumping Station Road and Tollgate Road. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Richland Township FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD: 1

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	13											
FD	LOC	13											
CON	A-073	25											
CON	LOC	25											
		76	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**76**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS US 1 and PA 32 Interchange Est Let Date: 8/24/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Falls Township FC: AQ Code:S6

PLAN CENTER: Town Center DOI: No IPD: 4

PROJECT MANAGER: Traff/A. Patel CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	sHSIP	200											
CON	sHSIP	2,750											
		2,950	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,950**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS Fifth Street (S.R. 4039) and Blooming Glen Road (SEG — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Perkasie Borough — FC: — AQ Code:S6

PLAN CENTER: Town Center — DOI: No — IPD: 1

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

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

LIMITS Woodbourne Road/Langhorne-Yardley Rd to intersection of Langhorne-Yardley Rd/Bridgetown Pike — Est Let Date: 12/10/2020

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/S. Fellin — CMP:

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

This project had previously been listed under MPMS #57624.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	200											
FD	LOC	300											
ROW	LOC		440										
UTL	STU			338									
CON	TOLL												
CON	STU				1,971								
CON	STU					1,971							
CON	TOLL												
		500	**440**	**338**	**1,971**	**1,971**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**3,249**	**Total FY2021-2024**			**1,971**	**Total FY2025-2028**			**0**

Bucks

MPMS# 107802 ***2016 Bucks Co ADA Ramps*** **New-B**

LIMITS Bucks County — Est Let Date: 7/27/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traffic/F.Hanney — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is Design Build.This project involves the construction of ADA ramps in Bucks. This project contains 103 ADA ramps from the District ADA Transition List. Reconstruction of curb cut ramps to latest ADA standards

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	75											
CON	TOLL												
CON	STU	800											
CON	TOLL												
CON	STU		259										
		875	**259**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,134**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107833 ***N. Main St Sidewalk (MTF)*** **New**

LIMITS North Main Street between W. Afton Avenue and McKinley Avenue — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Yardley Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project includes concrete sidewalk installation along north Main Street in Yardley Borough.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	411		454										
CON	LOC		136										
		0	**590**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**590**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 108002 ***Moland Park Trail (TAP)*** **New**

LIMITS Warwick Township — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Warwick Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will help fund construction of a multi-use trail connecting the Moland House, a significant historical site owned by Warwick Township, to Moland Park, a 50-acre township recreation area. The Moland Park multi-use trail will include a safe underpass beneath PA 263.

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 $500,000 out of the $9.4 million awarded to the region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 108907 ***PA 663 Traffic Study, I-476 to PA 309*** **New**

LIMITS I-476 to PA 309 — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Milford Township; Richland Township — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: TSS — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The purpose of the PA 663 Traffic Study is to evaluate transportation facility improvement needs in the PA 663 corridor in Milford and Richland Townships, Bucks County. PA 663 provides an important regional linkage connecting I-476 (PA Turnpike Northeast Extension) and PA 309 in the Quakertown area. PA 663 between I-476 and PA 309 is composed of highway segments of varying widths and lane configurations that have been constructed by both private and public funds. Significant private development is anticipated along the corridor, including the construction of a medical campus by St. Luke's Hospital at the intersection PA 663 and Portzer Road. The PA 663 Traffic Study will investigate anticipated traffic growth and identify estimated timeframes and costs as to when intersections and/or segments may need to be improved and/or possibly widened to provide for efficient traffic operations in the 3.5-mile corridor.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	581			100									
		0	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**100**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 109432 ***Hulmeville Road Traffic Adaptive System*** **New**

LIMITS Hulmeville Road in Bensalem Twp — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bensalem Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install an adaptive traffic signal system along the Hulmeville Road Corridor from Street Road to Bristol Road, including the adjacent intersections of Galloway Road/Byberry Road and Bristol Road/Pasquolone Boulevard.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	501											
		501	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**501**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109433 ***Mill Creek Road and Haines Road Traffic Signal Modernization*** **New**

LIMITS Mill Creek Road and Haines Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bristol Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	226											
		226	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**226**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 109434 ***Radcliffe Street and Randall Avenue Traffic Signal Modernization*** **New**

LIMITS Radcliffe Street & Randall Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bristol Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will to modernize and optimize existing traffic signal equipment.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	191											
		191	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**191**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109435 ***State Road and Cedar Avenue Traffic Signal Modernization*** **New**

LIMITS State Road and Cedar Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bristol Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	252											
		252	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**252**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 109436 ***Upper Southampton Adaptive Traffic Signal System and Knowles Avenue Safety*** **New**

LIMITS Second St Pk (SR 0232) from County Line Rd to Street Rd (SR 0132) No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Southampton Township FC: AQ Code:2025M

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will implement an adaptive traffic signal system consisting of 7 signalized intersections along Second Street Pike. In addition, an interim safety improvement for the intersection of Second Street Pike and Knowles Avenue is proposed to address the intersection's skewed geometry, and to upgrade pedestrian facilities to be ADA compliant.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	1,079											
		1,079	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,079**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109437 ***Main Street and Afton Avenue Intersection Improvements*** **New**

LIMITS Main Street and Afton Avenue No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Yardley Borough FC: AQ Code:S7

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project consists of improvements to the intersection of Main Street (S.R. 2071) and Afton Avenue in Yardley Borough. In general, the improvements include a complete replacement and upgrade of the existing traffic signal. This project includes installation of new traffic signals, pedestrian push buttons, new sidewalk, ADA compliant ramps, pedestrian crossings and signage. New poles and mast arms will be installed to allow location of signal heads according to current standards. A new controller will be installed and programmed with updated timing. An emergency pre-emption system will also be installed.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	213											
		213	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**213**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 109910 ***Lower Makefield Township Traffic Signal Upgrade (ARLE 6)*** **New**

LIMITS Big Oak Road (SR 2024) and Makefield Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Makefield Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will modernize traffic signal equipment, add emergency pre-emption, and upgrade pedestrian facilities for a traffic signal between school zones at the intersections of Big Oak Road (SR 2024) and Makefield Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		260										
		0	**260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**260**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109912 ***Lower Southampton Township Pedestrian Improvement (ARLE 6)*** **New**

LIMITS Bustleton Pike (SR 0532) and Bridle Path Lane (T-514) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Southampton Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install a Rectangular Rapid Flashing Device at the intersection of Bustleton Pike (SR 0532) and Bridle Path Lane (T-514).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		149										
		0	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**149**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

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

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Britain Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

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

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	SSTP		300										
FD	SSTP			300									
ROW	SSTP				30								
UTL	SSTP				20								
CON	SSTP					1,350							
		0	**300**	**300**	**50**	**1,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**650**	**Total FY2021-2024**			**1,350**	**Total FY2025-2028**			**0**

MPMS# 110918 ***Bristol Township Traffic Signal Upgrade (ARLE 7)*** **New**

LIMITS South Oxford Valley Road (SR 2051) and Queen Anne Drive — No Let Date

IMPROVEMENT Signal/ITS Improvements

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

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4A, 5I

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal at the intersection of Route 2051 (South Oxford Valley Road) and Queen Anne Drive by improving traffic signal supports, installing LED modules, improving pedestrian facilities, and upgrading controller and detection systems.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		257										
		0	**257**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**257**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 110919 ***Doylestown Township Pedestrian Improvements (ARLE 7)*** **New**

LIMITS Easton Road and Turk Road; Lower State Road and Wells Road — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Doylestown Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8G, 14F

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve pedestrian facilities at the intersections of Route 1001 (Easton Road) and Turk Road, and Route 3003 (Lower State Road) and Wells Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		171										
		0	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**171**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110920 ***Dublin Borough Pedestrian Signal Upgrades (ARLE 7)*** **New**

LIMITS Route 313/Maple Ave/Elephant Rd and Main St/Dublin Village Plaza Dr — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Dublin Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade two traffic signals at the Route 313/Route 4003 (Maple Avenue)/Route 4003 (Elephant Road), and Route 0313 (Main Street) and Dublin Village Plaza Drive by installing LED pedestrian signals and push buttons with confirmation latching LED and tone.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		117										
		0	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**117**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Bucks

MPMS# 111024 ***Easton Road Roundabout*** **New**

LIMITS Easton Rd and New Britain Rd; Easton Rd and Sauerman Rd — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Doylestown Borough — FC: — AQ Code:X5

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Bucks	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$145,792	$78,722	$54,697	$73,960	$353,171	$287,365	$73,307

Chester

MPMS# 14134 ***West Bridge Street Bridge Over Amtrak***

LIMITS Over Amtrak

Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STU		61										
UTL	183		15										
CON	STU			1,612									
CON	183			303									
CON	LOC			101									
CON	STU						355						
CON	183						67						
CON	LOC						22						
CON	STU							2,404					
CON	183							451					
CON	LOC							152					
		0	**76**	**2,016**	**0**	**0**	**444**	**3,007**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,092**		**Total FY2021-2024**		**3,451**		**Total FY2025-2028**		**0**	

Chester

MPMS# 14200 ***Speakman's Covered Bridge/Frog Hollow Rd SR:3047*** **Return**

LIMITS Hephzibah Hill Rd. over Buck Run — Actl Let Date: 4/9/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Fallowfield Township; West Marlborough Township — FC: 9 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

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

Funds in FY17 are for Accrued Unbilled Costs (AUC).

Speakman No. 1 Covered Bridge over Buck Run will be rehabilitated to current PENNDOT load requirements. The location of the project is near the West Marlborough and East Fallowfield township line along Buck Run in Chester County, where Frog Hollow Road crosses over Buck Run. The rehabilitation of the bridge will include removing the steel piers and footings; five steel plate girders will replace the current floor beams and all the timber deck and running boards will be replaced with new treated lumber. In addition, the roof system and wingwalls will be replaced. The guide rail on the southeast corner of the bridge, removed for construction, will be replaced at the completion of the project

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STP	224											
CON	STU	100											
CON	TOLL												
CON	STU		183										
		324	**183**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**507**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Over Culbertson Run — Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township — FC: 19 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 0

PROJECT MANAGER: Plans/C. Veiga CMP: Not SOV Capacity Adding

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

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

TIP Program Years ($ 000)

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

Chester

MPMS# 14272 ***Valley Willow Road (Bridge 248)*** **Return**

LIMITS Over Branch of White Clay — Est Let Date: 8/10/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: London Grove Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: TSS/GANNETT/S. New — CMP:

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

The narrow bridge is posted and is part of the Chester County Planning Commission recommended bikeway network. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	183	839											
CON	LOC	210											
CON	183		1,142										
CON	LOC		286										
CON	183			40									
CON	LOC			10									
		1,049	**1,428**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,527**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Over Brandywine Creek — Actl Let Date: 11/10/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Birmingham Township; Pocopson Township — FC: 16 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: Davies/L. Fullard — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	STP	100											
CON	185	568											
CON	581	7,853											
CON	185		1,054										
		8,521	**1,054**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**9,575**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS On Camp Bonsul Road over Big Elk Creek — Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township; New London Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

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

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	BOF	53											
FD	183	10											
FD	LOC	3											
ROW	HCB		40										
ROW	179		2										
ROW	183		7										
UTL	HCB		24										
UTL	179		1										
UTL	183		4										
CON	HCB			1,288									
CON	STP			112									
CON	STU			100									
CON	BOF			100									
CON	183			338									
CON	179			113									
		66	**78**	**2,051**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,195**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Amtrak/SEPTA R5 Rail Line

Est Let Date: 2/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

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

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

TIP Program Years ($ 000)

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

Chester

MPMS# 14484 ***PA 41 Study SR:0041*** **Return**

LIMITS Delaware State Line to PA 926 No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township; New Garden Township; Londonderry Towns FC: 14 AQ Code:X1

PLAN CENTER: DOI: IPD: 2

PROJECT MANAGER: TSS/S. Fellin CMP: Minor SOV Capacity CMP Subcorridor(s): 5A

PennDOT Class: Study Phase of Project PennDOT Improvement: Study Phase of Project NHPP: Y

Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks. See also MPMS #98096.
-PA 122 original amount $5,000,000.00; current balance is $ 2,852,328.90 – Improve PA 41 between Delaware State line and PA 926.
-PA 173 original amount $6,000,000.00; current balance is $189,144.60 - Improve safety on PA-41 from US-30 to PA-926
-PA 357 original amount $3,360,000.00; current balance is $2,614,956.00 -PA 41-conduct environmental review & acquire ROW for preferred alternative.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	NHPP	275											
PE	STU		300										
PE	TOLL												
PE	NHPP		350										
CON	SXF												
CON	SXF												
		275	**650**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**925**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Shoen Road to Gordon Drive

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Uwchlan Township; West Whiteland Township

PLAN CENTER:

PROJECT MANAGER: George Dunheimer ADE CONSTR

PennDOT Class: Additional Lanes

FC: 14

DOI:

CMP: Major SOV Capacity

PennDOT Improvement: Additional Lanes

Actl Let Date: 12/19/2013

MRPID:42

AQ Code:2025M

IPD: 1

CMP Subcorridor(s): 16A

NHPP: Y

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2011 annual memoranda on supplemental strategies for details related to this project. CMP Improvements in the form of the Lionville Park and Ride lot were completed in the initial phase of this project. ITS treatments for this section of roadway are complete and included in the US Route 202 ITS project, MPMS 64479, and contained in the PENNDOT Strategic Safety Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	288											
CON	581	72											
CON	NHPP		500										
CON	581		125										
		360	**625**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**985**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS PA 10 to Exton Bypass/Quarry Road — No Let Date

IMPROVEMENT Roadway Rehabilitation — MRPID:48

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln To — FC: — AQ Code:2040M

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/S. Fellin — CMP: Minor SOV Capacity — CMP Subcorridor(s): 7E

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

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

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

The overall corridor construction cost estimate is $630 million.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	SXF		892										
		0	**892**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**892**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Kennett Square Bypass to Greenwood Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: East Marlborough Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

PennDOT Class: Additional Lanes

FC: 12; 14

DOI: DOI_DOI

CMP: Major SOV Capacity

PennDOT Improvement: Additional Lanes

Est Let Date: 10/19/2018

MRPID:44

AQ Code:2025M

IPD: 1

CMP Subcorridor(s): 5A

NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581	1,018											
UTL	TOLL												
UTL	STU			1,126									
CON	TOLL												
CON	NHPP			185									
CON	TOLL												
CON	NHPP				2,205								
CON	STU				4,362								
		1,018	**0**	**1,311**	**6,567**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**8,896**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS MD/PA Line to PA 896

Est Let Date: 3/4/2021

IMPROVEMENT Roadway Rehabilitation

MRPID:3

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

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

AQ Code:S10

PLAN CENTER: Rural Center

DOI: DOI_BASE

IPD: 5

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP						3,602						
FD	581						900						
ROW	STP					1,910							
ROW	581					478							
UTL	STP						492						
UTL	581						123						
CON	STP								8,556				
CON	581								2,139				
CON	STP									13,237			
CON	185									3,309			
CON	STP										15,776		
CON	581										3,944		
		0	**0**	**0**	**0**	**2,388**	**5,117**	**0**	**10,695**	**16,546**	**19,720**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**		**18,200**		**Total FY2025-2028**		**36,266**	

Chester

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

LIMITS PA 896 to School House Road

Est Let Date: 3/3/2022

IMPROVEMENT Roadway Rehabilitation

MRPID:3

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Towns

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

AQ Code:S10

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP												
FD	NHPP												
FD	TOLL												
FD	TOLL												
FD	NHPP			2,244									
FD	TOLL												
FD	NHPP				2,000								
ROW	STU				1,855								
ROW	581				464								
UTL	STU				464								
UTL	581				116								
CON	SPK-NHPP						24,000						
CON	581						6,000						
CON	STU							7,806					
CON	581							1,951					
CON	STU								7,418				
CON	581								854				
CON	STU									4,000			
CON	STU										4,000		
CON	581										2,000		
		0	**0**	**2,244**	**4,899**	**0**	**30,000**	**9,757**	**8,272**	**4,000**	**6,000**	**0**	**0**
		Total FY2017-2020			**7,143**	**Total FY2021-2024**			**48,029**	**Total FY2025-2028**			**10,000**

Chester

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

LIMITS East of Schuylkill River to East of Hanover Street

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: North Coventry Township

PLAN CENTER:

FC:

DOI: DOI_BASE

Est Let Date: 4/4/2019

MRPID:2

AQ Code:S10

IPD: 1

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Removal

PennDOT Improvement: Bridge Removal

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP		5,289										
FD	581		1,322										
ROW	NHPP			630									
ROW	581			158									
UTL	NHPP			450									
UTL	581			113									
CON	SPK-NHPP				21,000								
CON	581				4,458								
CON	SPK-NHPP					20,000							
CON	581					5,000							
CON	STU						4,872						
CON	SPK-NHPP						15,000						
CON	581						4,968						
CON	STU									5,436			
CON	581									2,151			
		0	**6,611**	**1,351**	**25,458**	**25,000**	**24,840**	**0**	**0**	**7,587**	**0**	**0**	**0**
		Total FY2017-2020			**33,420**	**Total FY2021-2024**			**49,840**	**Total FY2025-2028**			**7,587**

Chester

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

LIMITS US 30, Lancaster Avenue/North Valley Road/Central — Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township; Willistown Township — FC: 14; 17 — AQ Code:S19

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: TSS/T. Stevenson — CMP: Minor SOV Capacity — CMP Subcorridor(s): 7D

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	3,478											
ROW	STP		210										
ROW	581		52										
ROW	STU				3,500								
ROW	581				875								
ROW	STU					2,500							
ROW	581					625							
UTL	STP			1,052									
UTL	581			263									
UTL	STP								1,473				
UTL	581								368				
CON	STU				2,172								
CON	581				542								
CON	STU					3,406							
CON	581					851							
CON	STU						5,906						
CON	581						1,249						
CON	STP							3,500					
CON	STU							234					
CON	581							934					
CON	STU												2,500
CON	581												625
		3,478	**262**	**1,315**	**7,089**	**7,382**	**7,155**	**4,668**	**1,841**	**0**	**0**	**0**	**3,125**
		Total FY2017-2020			**12,144**	**Total FY2021-2024**			**21,046**	**Total FY2025-2028**			**3,125**

Chester

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

LIMITS Main Street to Taylor Alley — No Let Date

IMPROVEMENT Roadway New Capacity — MRPID:41

MUNICIPALITIES: Phoenixville Borough — FC: — AQ Code:2025M

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: TSS/H. Freed — CMP: Major SOV Capacity — CMP Subcorridor(s): 9B

PennDOT Class: New Alignment — PennDOT Improvement: New Alignment — NHPP:

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

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

TOLL CREDIT
SAFETEA-LU Earmark # 1336 (PA ID #387) $4 million
SAFETEA-LU Earmark #4771 (PA ID #587) $1 million

TIP Program Years ($ 000)

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

MPMS# 57664 ***Newark Road Intersection Improvements SR:3033***

LIMITS At Hillendale Road — Est Let Date: 3/29/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township — FC: 17 — AQ Code:R1

PLAN CENTER: — DOI: — IPD: 2

PROJECT MANAGER: EE/J. Arena — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5A

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP: N

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STU		180										
UTL	581		45										
CON	STU		2,643										
		0	2,868	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			2,868	Total FY2021-2024			0	Total FY2025-2028			0

Chester

MPMS# 57683 ***Old Gap/Newport Pike Bridge Over Valley Creek SR:7401*** **Return**

LIMITS Over Valley Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The project involves the replacement of the Old Gap Newport Pike Bridge over Valley Creek. The existing Old Gap Newport Pike Bridge is a two span, steel I-beam bridge that was built in 1930 and rehabilitated in 1950. The bridge, owned and operated by Atglen Borough, was determined eligible for listing on the National Register of Historic Places. Project involves minimal roadway work and utility pole relocation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

Chester

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

LIMITS Township Line Road to US 422 over Schuylkill River — Est Let Date: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Coventry Township; East Pikeland Township; East Vincent Town — FC: — AQ Code:A2

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9A

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ												
CON	CAQ			3,505									
CON	CAQ				4,853								
		0	**0**	**3,505**	**4,853**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**8,358**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 61690 ***Uwchlan Township Trails - Phase II SR:0000*** **Return**

LIMITS Along Sheree Boulevard — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Uwchlan Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

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

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

Construction of 3 mile asphalt sidepath, 6.5' wide, adjacent to Sheree Boulevard.

In the spring of 2000 this project was recommended for funding through the Transportation Enhancements Program. $885,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years ($ 000)

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

Chester

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

LIMITS Schuylkill River Canal Tow Path in Mont Clare to Ashland Street in Phoenixville Borough — Est Let Date: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township — FC: — AQ Code:A2

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9A, 9B

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	LOC		271										
UTL	LOC		68										
CON	TOLL												
CON	CAQ			861									
CON	LOC			284									
		0	**339**	**1,145**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,484**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Keim Street to PA 724 Interchange

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: North Coventry Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

PennDOT Class: Highway Reconstruction

FC: 12; 16

DOI: DOI_BASE

CMP: Not SOV Capacity Adding

PennDOT Improvement: Highway Reconstruction

Est Let Date: 10/8/2020

MRPID:2

AQ Code:S19

IPD: 1

CMP Subcorridor(s): 9A

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP				572								
FD	581				143								
FD	NHPP						2,210						
FD	581						553						
ROW	185					657							
UTL	NHPP						541						
UTL	581						135						
CON	NHPP						9,740						
CON	185						804						
CON	581						1,631						
CON	NHPP							9,740					
CON	581							1,631					
CON	185							804					
CON	NHPP								9,740				
CON	185								804				
CON	581								1,631				
CON	NHPP									9,740			
CON	185									804			
CON	581									1,631			
		0	**0**	**0**	**715**	**657**	**15,614**	**12,175**	**12,175**	**12,175**	**0**	**0**	**0**
		Total FY2017-2020			**715**	**Total FY2021-2024**			**40,621**	**Total FY2025-2028**			**12,175**

Chester

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

LIMITS Exton Bypass to Little Valley Creek Bridge

Actl Let Date: 10/18/2012

IMPROVEMENT Roadway New Capacity

MRPID:43

MUNICIPALITIES: East Whiteland Township

FC: 12; 16

AQ Code:2025M

PLAN CENTER:

DOI:

IPD: 1

PROJECT MANAGER:

CMP: Major SOV Capacity

CMP Subcorridor(s): 8C

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

Construction funding for this project in FY17 is to cover Accrued Unbilled Costs (AUCs).

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

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

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

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

TOLL CREDIT

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	NHPP	3,000											
CON	TOLL												
CON	NHPP		1,367										
		3,000	**1,367**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,367**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Valley Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough — FC: 2; 14 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 0

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BON												
CON	NHPP		100										
CON	581		25										
		0	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**125**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Officers Run — Est Let Date: 10/19/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough — FC: 17 — AQ Code:S19

PLAN CENTER: Rural Center — DOI: — IPD: 0

PROJECT MANAGER: EE/J. Brown — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: N

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	STP		31										
PE	STU		19										
FD	581		150										
CON	STU		319										
CON	185		80										
CON	STP						2,000						
CON	STU						1,000						
CON	185						750						
		0	**599**	**0**	**0**	**0**	**3,750**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**599**		**Total FY2021-2024**		**3,750**		**Total FY2025-2028**		**0**	

MPMS# 70241 ***Kennett Square Closed Loop Signal System SR:0000*** **Return**

LIMITS State/Cypress/Union Streets — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Kennett Square Borough — FC: 16; 17 — AQ Code:2013M

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: N

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

TIP Program Years ($ 000)

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

Chester

MPMS# 71197 ***Sadsburyville Village Enhancement Plan (HTSSRS) SR:4001*** **Return**

LIMITS Lincoln Highway at Old Wilmington Road — Actl Let Date: 3/25/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Sadsbury Township — FC: 17 — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP: Not SOV Capacity Adding

PennDOT Class: Home Town Streets — PennDOT Improvement: Home Town Streets — NHPP: Y

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

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

$436,250 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU	50											
		50	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**50**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 71198 ***Park Road Trail (TE) SR:0100*** **Return**

LIMITS PA 100 to Marsh Creek State Park — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Uwchlan Township — FC: 14 — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: Gannett/B. Rasiul — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 16A

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP: Y

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

$400,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		2,500										
		0	**2,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 72912 ***West Grove Community Streetscape (HTSSRS)*** **Return**

LIMITS Evergreen Avenue/Prospect Avenue/Exchange Place — Actl Let Date: 2/4/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: West Grove Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 3A, 10A

PennDOT Class: Home Town Streets — PennDOT Improvement: Home Town Streets — NHPP:

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

Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.This project was recommended in the spring of 2005 for funding through the HTSSRS program. $1 million funding will be drawn down at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	40											
		40	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**40**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Hanover Street to Font Road — Est Let Date: 6/22/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: East Nantmeal Township; North Coventry Township; South Coventry — FC: 2; 14 — AQ Code:S6

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/M. Saintval — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 16A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	HSIP	100											
CON	HSIP	3,000											
CON	HSIP		3,225										
		3,100	**3,225**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**6,325**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Trout Run Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8C

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	16											
CON	183	3											
CON	LOC	1											
CON	STU		3										
		20	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**23**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Chester County — Est Let Date: 4/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Wallace Township — FC: 7 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	371											
FD	185		382										
ROW	185			84									
UTL	185			56									
CON	185		2,029										
		371	**2,411**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,922**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS R5/Paoli - Thorndale — No Let Date

IMPROVEMENT Transit Improvements — MRPID:43

MUNICIPALITIES: — FC: 12 — AQ Code:M1

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: TSS/M. Fausto — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8B, 8C, 16A

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

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

TIP Program Years ($ 000)

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

Chester

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

LIMITS US 30, from PA10 to Reeceville Rd.

Est Let Date: 12/11/2025

IMPROVEMENT Roadway Rehabilitation

MRPID:48

MUNICIPALITIES: Coatesville City; Downingtown Borough

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

AQ Code:2035M

PLAN CENTER:

DOI: DOI_DOI

IPD: 3

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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

The overall corridor construction cost estimate is $630 million. MPMS# 14532 provides for the preliminary design portion of this project and the eastern section, as well as additional study work to determine the approach to address further needs of the eastern (MPMS #87781) and western sections.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP												
FD	581												
FD	NHPP												
FD	581												
FD	NHPP				4,992								
FD	581												
FD	TOLL												
FD	NHPP					2,782							
FD	TOLL												
FD	NHPP						1,100						
FD	NHPP						2,782						
FD	581						275						
FD	STU									1,017			
FD	NHPP									3,824			
FD	TOLL												
ROW	581									2,509			
UTL	NHPP			594									
UTL	581			149									
CON	NHPP					18,900							
CON	STP					5,720							
CON	STU					611							
CON	581					7,352							
CON	SPK-NHPP						10,000						
CON	STU						10,407						
CON	NHPP						4,339						
CON	581						6,186						
CON	SPK-NHPP							50,000					
CON	581							12,500					
CON	SPK-NHPP								40,000				

Chester

CON	581								10,000						
CON	STP									680					
CON	STU									59,469					
CON	NHPP									25,600					
CON	581									20,865					
CON	STU										25,600				
CON	581										6,400				
		0	**0**	**743**	**4,992**	**35,365**	**35,089**	**62,500**	**50,000**	**113,964**	**32,000**	**0**	**0**		
		Total FY2017-2020			**5,735**	**Total FY2021-2024**			**182,954**	**Total FY2025-2028**			**145,964**		

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

LIMITS PA 896, Elbow Lane to Shepherd Lane — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Britain Township; New London Township — FC: 6; 16 — AQ Code:S6

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: Gannett/B. Masi — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: N

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; installing appropriate signage along PA Route 896; improving drainage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is $13,218,000.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	HSIP												
ROW	TOLL												
ROW	HSIP												
CON	TOLL												
CON	HSIP												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Beaver Creek

Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

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

Chester

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

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Oxford Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will include the removal and replacement of an existing Structurally Deficient, and Weight Restricted Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	SSTP		350										
FD	SSTP				300								
ROW	SSTP					40							
UTL	SSTP					40							
CON	SSTP						1,270						
		0	**350**	**0**	**300**	**80**	**1,270**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**650**	**Total FY2021-2024**			**1,350**	**Total FY2025-2028**			**0**

MPMS# 86293 ***Kulp Road Over Pigeon Creek*** **New**

LIMITS Kulp Road Over Pigeon Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Coventry Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

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

PennDOT Class: PennDOT Improvement: NHPP:

Kulp Road Over Pigeon Creek
East Coventry Township, Chester County
Bridge Replacement

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183		138										
FD	LOC		35										
CON	183			488									
CON	LOC			122									
		0	**173**	**610**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**783**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Over Muddy Run

Est Let Date: 9/13/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing the bridge on Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6. This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU		42										
PE	183		8										
PE	LOC		3										
FD	STP	306											
FD	183	57											
FD	LOC	19											
ROW	STU		49										
ROW	183		10										
ROW	LOC		2										
UTL	STU			51									
UTL	183			10									
UTL	LOC			3									
CON	STP					2,150							
CON	183					403							
CON	LOC					134							
		382	**114**	**64**	**0**	**2,687**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**560**	**Total FY2021-2024**			**2,687**	**Total FY2025-2028**			**0**

Chester

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

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

Est Let Date: 12/11/2025

IMPROVEMENT Roadway Rehabilitation

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17; 19

AQ Code:2045M

PLAN CENTER: Town Center

DOI: DOI_Senate

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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

The overall corridor construction cost estimate is $630 million. MPMS# 14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS# 84884 contains the construction of the western section.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP			158									
FD	NHPP			1,226									
FD	TOLL												
FD	NHPP				11,669								
FD	TOLL												
FD	STU					6,520							
FD	TOLL												
FD	STU									947			
FD	TOLL												
ROW	581					3,810							
UTL	NHPP					752							
UTL	581					187							
CON	NHPP												
CON	581						1,200						
CON	NHPP							9,978					
CON	581							2,494					
CON	NHPP								17,978				
CON	581								4,494				
CON	NHPP									25,974			
CON	STP									8,758			
CON	581									3,046			
CON	STU										32,531		
CON	NHPP										38,266		
CON	581										18,494		
CON	STP											28,248	
CON	STU											53,940	
CON	NHPP											44,924	
CON	581											31,778	
CON	NHPP												92,411
CON	581												23,102

Chester

0	0	1,384	11,669	11,269	1,200	12,472	22,472	38,725	89,291	158,890	115,513
Total FY2017-2020		13,053		Total FY2021-2024		47,413		Total FY2025-2028		402,419	

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

LIMITS East Caln Township, West of Quarry Rd intersection — Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Caln Township — FC: 16 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/S. Fellin — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7E

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: N

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185	550											
ROW	185		219										
UTL	185			634									
CON	185					4,776							
		550	**219**	**634**	**0**	**4,776**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,403**		**Total FY2021-2024**		**4,776**		**Total FY2025-2028**		**0**	

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

LIMITS North of Reisler Road and South of Rogers Road over Little Elk Creek on State Road. — Est Let Date: 7/27/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township — FC: 8 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

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

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

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

Design is being done under MPMS# 88706.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	214											
FD	185	54											
ROW	185		56										
UTL	STU			46									
UTL	185			12									
CON	STU	1,192											
CON	185	298											
CON	STU												
CON	185												
		1,758	**56**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,872**		**Total FY2021-2024**			**0**	**Total FY2025-2028**		**0**	

Chester

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

LIMITS East Bradford Township, west of Sugar Bridge Road

Est Let Date: 3/29/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		550										
ROW	185	328											
UTL	185		219										
CON	TOLL												
CON	NHPP		2,539										
CON	TOLL												
CON	NHPP			1,166									
CON	TOLL												
CON	NHPP				2,555								
		328	**3,308**	**1,166**	**2,555**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**7,357**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS West Whiteland Township, Chester County — Actl Let Date: 11/3/2016

IMPROVEMENT Bridge Repair/Replacement — MRPID:153

MUNICIPALITIES: West Whiteland Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: TSS/M. Fausto — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7D, 8C

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	7,435											
CON	NHPP	7,828											
		15,263	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**15,263**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

PennDOT Class: Highway Reconstruction

FC: 14; 16

DOI:

CMP: Minor SOV Capacity

PennDOT Improvement: Highway Reconstruction

Est Let Date: 9/13/2018

MRPID:39

AQ Code:R1

IPD: 0

CMP Subcorridor(s): 8A

NHPP: Y

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

TIP Program Years ($ 000)

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

Chester

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

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Whiteland Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	10											
		10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**10**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 98036 ***Merlin Road over Pigeon Run*** **New**

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	80											
FD	185		125										
ROW	185			65									
UTL	185			10									
CON	185						1,000						
		80	**125**	**75**	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**280**	**Total FY2021-2024**			**1,000**	**Total FY2025-2028**			**0**

Chester

MPMS# 98039 ***Ship Road over Valley Creek*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Whiteland Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Plans/S. Hasan CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	80											
FD	185		125										
ROW	185			75									
UTL	185			50									
CON	185						1,000						
		80	**125**	**125**	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**330**		**Total FY2021-2024**		**1,000**		**Total FY2025-2028**		**0**	

MPMS# 98041 ***Birchrun Road over Birch Run*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Vincent Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Plans/S. Hasan CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	85											
FD	185		110										
ROW	185			75									
UTL	185			50									
CON	185						1,000						
		85	**110**	**125**	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**320**		**Total FY2021-2024**		**1,000**		**Total FY2025-2028**		**0**	

Chester

MPMS# 98096 ***PA 41 & Newark Rd Improvements*** **Return**

LIMITS PA 41 and Newark Road Intersection — Actl Let Date: 4/6/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: TSS/M. Saintval — CMP: Minor SOV Capacity

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

Proposed improvements for the PA 41 and Newark Road intersection include the addition of left-turn lanes on the Newark Road approaches to PA 41 and the retiming of traffic signals.

PE activities are being completed under MPMS# 14484.

PA 122 original amount $5,000,000.00; current balance is $1,307,328.90 – Improve PA 41 between Delaware State line and PA 926.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU												
CON	SXF	1,358											
CON	581	339											
		1,697	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,697**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 98223 ***Creek Road over Pickering Creek***

LIMITS Thompson Davis Bridge — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: TSS/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9B

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

This project is a replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54 ft. single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day. This Project was listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183	14											
PE	LOC	4											
		18	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**18**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 98224 ***Spring City Road over Stony Run***

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: TSS/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9A

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

This project is a rehabilitation/replacement of a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons. Combination. This 34.5 ft., adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day. This project was included in the 2008 Bridge Bill (Act 96, pg 96).

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183	328											
PE	LOC	82											
ROW	183		40										
ROW	LOC		10										
		410	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**460**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 102292 ***SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)*** **ARLE**

LIMITS Intersection of SR 0100/Temple Road/Glocker Way — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: North Coventry Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 16A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used to upgrade a traffic signal at the intersection of SR 0100/Temple Road/Glocker Way in North Conventry Township.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	51											
		51	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**51**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 102708 ***PA 41 at PA 841 Improvements***

LIMITS

Est Let Date: 4/15/2022

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: No

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP: Y

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

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

TIP Program Years ($ 000)

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

Chester

MPMS# 102709 ***PA 41 & SR 926 Improvements*** **New-B**

LIMITS Intersection of PA 41 and SR 926 Est Let Date: 6/18/2020

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Londonderry Township FC: AQ Code:2025M

PLAN CENTER: DOI: No IPD: 1

PROJECT MANAGER: TSS/S. Fellin CMP:

PennDOT Class: Congestion Reduction PennDOT Improvement: Congestion Reduction NHPP: Y

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

PE activities are being completed under MPMS# 14484.
Other PA 41 intersection projects:
PA 41 & Newark Rd - MPMS# 98096
PA 41 & SR 841 - MPMS# 102708

TIP Program Years ($ 000)

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

Chester

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

LIMITS Scarlett Rd. to McFarlane Rd.

Actl Let Date: 4/6/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Kennett Township; New Garden Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

DOI: No

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU	850											
		850	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**850**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Pottstown Pike in Upper Uwchlan Twp — Actl Let Date: 12/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Uwchlan Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: EE/DVRPC/T. Kao — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	553											
		553	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**553**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103210 ***Hillendale Road Grade Crossing***

LIMITS Between Fairville Road and Virginia Plaza — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX*		91										
CON	RRX			76									
CON	RRX*			24									
		0	**91**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**191**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 103212 ***Fairville Road Grade Crossing***

LIMITS Between US 1 and Sunny Ridge Lane — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pennsbury Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX*	212											
		212	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**212**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103213 ***Bayard Road Grade Crossing***

LIMITS Between Hillendale Road and Rosedale Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 1

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

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

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

Chester

MPMS# 103214 ***Hickory Hill Grade Crossing***

LIMITS Hillendale Road and PA 52 — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Kennett Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 1

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

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	219											
		219	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**219**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103215 ***Chambers Road Grade Crossing***

LIMITS Between Hillendale Road and Baltimore Pike — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5A

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX		209										
		0	**209**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**209**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 103253 ***Rapps Dam Covered Bridge*** **Return**

LIMITS SR 1049 O/French Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

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

This project is located in East Pikeland Township in Chester County and was previously reconstructed in 2009 by PennDOT. The bridge was severely damaged by a tractor trailer in spring 2014 and immediately closed to all traffic. This route carries about 3,500 vehicles daily.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		54										
CON	185		14										
		0	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**68**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103573 ***East Boot Road Bridge over Ridley Creek***

LIMITS — Actl Let Date: 12/7/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Goshen Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

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

PennDOT Class: PennDOT Improvement: NHPP:

The purpose of the project is to repair the East Boot Road Bridge over Ridley Creek so that traffic, including emergency services traffic, can safely travel on East Boot Road in East Goshen Township.

This bridge is retroactive reimbursement to the locals as part of the Municipal Bridge Line Item - MPMS #102105.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	32											
FD	LOC	8											
CON	183	370											
CON	LOC	93											
		503	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**503**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 103574 ***Dowlin Forge Bridge over Shamona Creek*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Uwchlan Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

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

PennDOT Class: PennDOT Improvement: NHPP:

Bridge rehabilitation, restoration, or replacement.
Municipal Retro-Reimbursement project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183		63										
FD	LOC		16										
CON	183		446										
CON	LOC		111										
		0	**636**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**636**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104303 ***East Central Avenue Multi-Modal Project***

LIMITS Bear Hill Road (SR 0252) and 580-feet east of North Valley Road (SR 1005) Actl Let Date: 1/12/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tredyffrin Township FC: AQ Code:A2

PLAN CENTER: Town Center DOI: No IPD: 3

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

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

New concrete pedestrian path will be installed with ADA compliant curb ramps at intersections and major driveways and meet all applicable federal, state and local ADA guidelines. The path will be installed with a width of 5 feet and maintain a buffer area in accordance with the design guidelines. At the western terminus of the project near Fennerton Road, the path will transition to meet the existing sidewalk in front of the Station Square Office Campus. The future developer of this property will be required to extend the facility in kind along their property frontage of both East Central Avenue and North Valley Road. At the eastern terminus of the project, the path will transition to meet the curb ramps to be constructed by the PA 252 Underpass at US30 (F) project (MPMS #85062) on the southwest corner of East Central Avenue's intersection with Bearhill Road (SR 0252). The project will maintain the existing curb line and provide striping for on-road bicycle lanes along East Central Avenue. Additionally, the project will install five stamped-asphalt raised crosswalks across East Central Avenue at intersecting local roadways. Additional signage and pavement markings will be provided to alert motorists to pedestrian and bicycle activity. Vegetated swales and stone infiltration trenches will provide stormwater management for the path. The vegetated swale will be located in the buffer area between the existing curb and edge of the path, consisting of a trench of modified soil, plantings, stone, and geotextile.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	1,097											
		1,097	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,097**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 105046 ***PA 29 Sinkhole*** **New**

LIMITS PA 29 south of General Warren Boulevard — Est Let Date: 5/18/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Whiteland Township — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Gannett/M. McGuire — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is for sinkhole repairs on PA 29 south of General Warren Boulevard in East Whiteland Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	82											
FD	581	200											
FD	581		400										
UTL	581	25											
CON	581	2,693											
CON	581		350										
CON	581			557									
		3,000	**750**	**557**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,307**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105649 ***West Chester Pike Signal Project*** **New**

LIMITS Intersection with E. Strasburg Rd east to its intersection with S. Chester Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Westtown Township; West Goshen Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	36											
FD	LOC	36											
CON	A-073	478											
CON	LOC	478											
		1,028	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,028**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Three traffic signals located along Route 113 — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Pikeland Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

MPMS# 105651 ***Schuylkill Road and New Street - (East Vincent Twp)*** **New**

LIMITS The intersection of Schuylkill Rd (SR 0724) and New St (SR 1043) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Vincent Township — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	17											
PE	LOC	18											
FD	A-073	7											
FD	LOC	8											
CON	A-073	140											
CON	LOC	140											
		330	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**330**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Kaolin Rd & Hillendale Rd Route 1 & Exelon Way Route 1 & McFarlan Rd Route 1 & Kendal Dr — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Kennett Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will upgrade the controls for 4 traffic signals at critical intersections. Including, 2-way video, Wavetronix, battery back ups, signals and new controller and cabinet. This project will provide for safer intersections and less down time. At three (3) intersections the battery back ups will be replaced so that there is no down time during power outages. The 2 way video will be added for two (2) intersections which will eliminate maintenance of trip wires, less repairs and safer traffic patterns. Wavetronix will provide an alert system to handle the traffic flow easier during high traffic times. New controller cabinets will be added to handle all of the upgrades.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	65											
CON	LOC	65											
		130	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**130**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105653 ***Uwchlan Township Video Detection Equipment*** **New**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Uwchlan Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	79											
CON	LOC	79											
		158	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**158**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 105654 ***Business Route 30 Generator Hook Up*** **New**

LIMITS Route 30 Corridor — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Whiteland Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

MPMS# 105655 ***West Whiteland Township Traffic Signal Maintenance*** **New**

LIMITS 27 signalized intersections within Critical Corridors and Designated Corridors in West Whiteland Twp — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Whiteland Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

Chester

MPMS# 105755 ***PA 41/Chatham Village Gateway*** **New-B**

LIMITS

Est Let Date: 7/27/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD: 2

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	42											
ROW	581	11											
UTL	NHPP	42											
UTL	581	11											
CON	STU	290											
CON	581	72											
CON	NHPP		656										
CON	581		164										
		468	**820**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,288**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 106265 ***US30 ITS*** **New-B**

LIMITS US 30 Corridor

Est Let Date: 12/10/2020

IMPROVEMENT Signal/ITS Improvements

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

FC:

AQ Code:S7

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ	339											
FD	581	85											
CON	CAQ		5,494										
CON	CAQ			3,540									
CON	581												
CON	CAQ												
CON	581												
		424	**5,494**	**3,540**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**9,458**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

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

LIMITS Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020) — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Goshen Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU				1,000								
		0	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Intersection of Pothouse Road (SR 1036) and Charlestown Road/West Bridge Street (SR 1019) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Schuylkill Township — FC: — AQ Code:S6

PLAN CENTER: Town Center — DOI: No — IPD: 0

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

Chester

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

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Willistown Township — FC: — AQ Code:2020M

PLAN CENTER: Suburban Center; Town Center — DOI: No — IPD: 1

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	180											
		180	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**180**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107680 ***Elverson Main St. Restoration*** **New**

LIMITS Berks County line to just east of Brick Lane — Est Let Date: 1/25/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Elverson Borough — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N. Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will reconstruct approximately 1.66 miles of Main Street (PA 23) from the Berks County line to just east of Brick Lane in Elverson Borough, Chester County. The reconstruction work will include sidewalks, curbs, storm sewer pipes, water and sanitary sewer lateral pipes, manhole and inlet adjustments and/or replacements, roadway markings, and other miscellaneous work.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	100											
FD	581		200										
ROW	581		50										
UTL	581		200										
CON	STP		1,239										
CON	TOLL												
CON	STU		3,182										
CON	TOLL												
CON	STU			612									
		100	**4,871**	**612**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,583**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 107945 ***Art School Rd O/ Brh Pickering Crk*** **New**

LIMITS West Pikeland Township — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pikeland Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will include the removal and replacement of an existing Structurally Deficient, Weight Restricted Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	80											
FD	185		125										
ROW	185			75									
UTL	185			15									
CON	185					1,000							
		80	**125**	**90**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**295**		**Total FY2021-2024**		**1,000**		**Total FY2025-2028**		**0**	

MPMS# 108003 ***McFarlan Road Sidewalks (TAP)*** **New**

LIMITS McFarlan Road — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Kennett Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will construct new sidewalk along McFarlan Road, from Rosedale Road to East Baltimore Pike. It will connect to a previous TAP project, Kennett Township Sidewalks (MPMS #102832), at the intersection of McFarlan Road and Rosedale Road. This project and MPMS #102832 will provide connections between Kennett Township and Kennett Square Borough, improving access to a number of residential and commercial developments.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		700										
		0	**700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**700**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Chester

MPMS# 108004 ***Woodbine Road Multi-Use Trail (TAP)*** **New**

LIMITS Woodbine Road — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Downingtown Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will fund construction of a multi-use trail connection along Woodbine Road to connect to Lincoln Highway. The trail will connect nearby residents to local businesses and the Bishop Shanahan High School. The project also proposes to construct a small section of sidewalk along Lincoln Highway to close a sidewalk gap.

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 $916,600 out of the $9.4 million awarded to the region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		917										
		0	**917**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**917**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 108547 ***Route 202 -- Section 200 Concept of Operations Plan, Phase 1*** **New**

LIMITS US 202, Section 200 — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jim Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The efficient operation of US 202, US 30, PA 100, and Pennsylvania Turnpike corridors is fundamental to the vitality of Central Chester County. Due to limited capital funding for capacity improvements, alternative strategies to maximize the current and future operating performance of these roadways continues to be identified. Reflecting increased federal emphasis on utilizing Transportation Systems Management and Operations (TSMO) strategies, the study will produce an update to the 2011 Transportation Operations Audit for US 202, Section 200 (DVRPC Publication 10041) in the first phase, and further analysis of select intersections in the second phase. FY 18 tasks focus on Phase 1 of the US 202, Section 200 Operational Analysis.

Updating the previous transportation audit with current information including crash statistics and now available travel time data, the primary focus for Phase 1 will be identifying low-cost/high operational benefit improvements for PennDOT, municipalities, emergency responders, and other corridor stakeholders.

The primary focus for Phase 2 will be to use microsimulation tools to analyze medium term and long term recommendations from Phase 1.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	STU	100											
		100	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**100**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 109438 ***Schuylkill Road (SR 0724) and New Street (SR 1043) Intersection Improvements*** **New**

LIMITS Intersection of Schuylkill Road (SR 0724) and New Street (SR 1043) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Vincent Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This intersection forms a 'T', with Schuylkill Road (SR 0724) traveling in the north/south directions and New Street (SR 1043) intersecting with Schuylkill Road (SR 0724) on the eastern side of the road. East Vincent Township is looking to add a left turn lane on the southbound direction of Schuylkill Road (SR 0724) turning onto New Street (SR 1043) and a dedicated left turn lane on New Street (SR 1043) for vehicles turning left onto Schuylkill Road (SR 0724) as the main improvement that will alleviate congestion during peak and non-peak hours. The Township also looks to improve pedestrian safety by adding sidewalks to the SEPTA bus stop at the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	264											
		264	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**264**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109439 ***Phoenixville LED Traffic Signal Project*** **New**

LIMITS Phoenixville Borough — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Phoenixville Borough — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The Phoenixville LED Traffic Signal Project is the replacement of existing traffic signal heads at four (4) intersections with the Borough. The four intersections that are in need of LED replacement traffic heads are Gay Street and Church Street, Washington Avenue and Gay Street, Main Street and Church Street, and Franklin Avenue and High Street.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	31											
		31	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**31**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 109440 ***Battery Backup*** **New**

LIMITS Moore Rd / Shamona Critical Creek Elementary &Marsh Creek 6th Grade — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Uwchlan Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will replace the existing battery backup system at the intersections of Moore Road and Shamona Creek Elementary and the Marsh Creek 6th Grade Center.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	54											
		54	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**54**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109441 ***West Chester Pike (PA 3) and North Chester Road (PA 352)*** **New**

LIMITS Intersection of West Chester Pike (US 3) and N. Chester Rd (US 352) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Westtown Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the current traffic control system at the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	180											
		180	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**180**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 109909 ***Easttown Township Adaptive Signal System (ARLE 6)*** **New**

LIMITS Lancaster Avenue in Easttown Township, Chester County — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Easttown Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install an adaptive signal control system at four signalized intersections along Lancaster Avenue, including fiber optic interconnection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		553										
		0	**553**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**553**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110921 ***West Whiteland Township Pedestrian Safety Improvement (ARLE 7)*** **New**

LIMITS PA 100 and Commerce Drive — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Whiteland Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7E, 8C

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve pedestrian safety at the intersection of PA 100 (Pottstown Pike) and Commerce Drive by installing new ADA curb ramps and signal supports, and establishing larger channelization islands.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		258										
		0	**258**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**258**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 110922 ***East Brandywine Township Traffic Signal Upgrade (ARLE 7)*** **New**

LIMITS Horseshoe Pike and Brandywine Village Shopping Center — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Brandywine Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal at the intersection of Horseshoe Pike and the Brandywine Village Shopping Center by installing LED modules, improving signs, and installing emergency pre-emption.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		39										
		0	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**39**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110923 ***Kennett Township Unionville Road Corridor Improvement Project (ARLE 7)*** **New**

LIMITS Cedarcroft Rd and Unionville Rd; Unionville Rd and US1 (study) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Kennett Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5A

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will realign and upgrade the traffic signal at the intersection of Cedarcroft Road and Unionville Road. In addition, a traffic study will be completed at the intersection of Unionville Road and the US 1 southbound ramp to identify and implement the most appropriate solution.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		693										
		0	**693**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**693**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Chester

MPMS# 110963 ***Manor Road Roundabout*** **New**

LIMITS Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005) No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: West Brandywine Township FC: AQ Code:X5

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Traff/A. Patel CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		300										
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Chester	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$57,203	$50,113	$26,218	$75,266	$208,800	$435,671	$617,536

Delaware

MPMS# 14891 ***Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015***

LIMITS Over Little Darby Creek and Wigwam Run — Est Let Date: 1/25/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Radnor Township — FC: 17 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: AECOM/C. Carmichael — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

This project involves rehabilitating or replacing two bridges carrying Darby Paoli Road over Little Darby Creek and Wigwam Run.

This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

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

LIMITS Over Amtrak/SEPTA Wilmington/Newark Rail Line — Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough — FC: — AQ Code:NRS

PLAN CENTER: — DOI: DOI_BASE — IPD: 4

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

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

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

TIP Program Years ($ 000)

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

Delaware

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

LIMITS Over Chester Creek

Est Let Date: 12/9/2021

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

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

TIP Program Years ($ 000)

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

Delaware

MPMS# 15185 ***Old Forge Road Over Rocky Run (CB #209) SR:7023*** **Return**

LIMITS Over Rocky Run — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/GANNETT — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5B

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF		4										
CON	179		1										
CON	183		1										
		0	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**6**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Over SEPTA and Cobbs Creek — Est Let Date: 1/25/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township — FC: 17 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

This project involves rehabilating or replacing two bridges on Ardmore Avenue between Harvest Lane and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's Norristown High Speed Line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line. This road segment is included in the Delaware County Bicycle Plan. This bridge will complete the connection to the station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

The project does include construction of new stairs and ADA ramps on both sides of bridge down to the station platform areas.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	1,333											
CON	581	333											
CON	STU		2,333										
CON	581		583										
CON	STU			2,333									
CON	581			583									
CON	STU				3,333								
CON	581				833								
		1,666	**2,916**	**2,916**	**4,166**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**11,664**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS At PA 352/Middletown Road

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

PLAN CENTER:

FC: 12; 14

DOI: DOI_BASE

Est Let Date: 3/17/2024

MRPID:5

AQ Code:R3

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

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

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

This road segment is included in the Delaware County Bicycle Plan.SEPTA 110, 111, and 117 bus routes use Routes 1 and 352.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	1,403											
FD	581		2,498										
FD	581				2,079								
FD	581					6,380							
FD	581							17,334					
FD	581									872			
ROW	NHPP					5,216							
ROW	581					1,304							
ROW	NHPP						5,216						
ROW	581						1,304						
ROW	NHPP							5,216					
ROW	581							1,304					
ROW	NHPP								5,216				
ROW	581								1,304				
UTL	581					3,940							
CON	581						2,085						
CON	STU								19,155				
CON	NHPP								1,619				
CON	581								7,233				
CON	NHPP									8,932			
CON	STU									8,158			
CON	581									2,233			
CON	NHPP										28,932		
CON	581										7,233		
CON	NHPP											28,932	
CON	581											7,233	
CON	NHPP												20,000
CON	581												5,000
		1,403	**2,498**	**0**	**2,079**	**16,840**	**8,605**	**23,854**	**34,527**	**20,195**	**36,165**	**36,165**	**25,000**
		Total FY2017-2020		**5,980**		**Total FY2021-2024**		**83,826**		**Total FY2025-2028**		**117,525**	

Delaware

MPMS# 15298 ***US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line SR:0001*** **Return**

LIMITS Over SEPTA Route 100 Rail Line — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township; Upper Darby Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5E

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

Funding for this project is to address Accrued Unbilled Costs (AUC).

This project includes rehabilitation of the bridge carrying S.R. 0001 (Township Line Road) over the SEPTA Norristown High Speed Line. The existing bridge is a single-span steel I-beam structure that is 62 feet long and 56 feet wide. The proposed bridge will be a prestressed concrete box beam structure that will be 61 feet wide. The existing roadway has four 11-foot lanes, two 5-foot sidewalks, two 1-foot exterior walls, and no median. The proposed roadway will have four 11-foot lanes, two 2-foot shoulders, a 6-foot right sidewalk, a 5-foot left sidewalk, two 1-foot exterior walls, and no median.
This road segment is included in the Delaware County Bicycle Plan.

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

TIP Program Years ($ 000)

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

MPMS# 15306 ***Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031***

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line — Est Let Date: 2/1/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Park Borough — FC: 17 — AQ Code:S19

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 6A

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

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

Delaware

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

LIMITS OVER COBBS CREEK : HAVERFORD TOWNSHIP :

Est Let Date: 3/1/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C, 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	424											
FD	185		717										
ROW	185			127									
UTL	STP			51									
UTL	185			12									
CON	185		2,029										
		424	**2,746**	**190**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,360**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 15406 ***PA 452, Market Street Bridge Over Northeast Corridor SR:0452***

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Actl Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 4

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. Handicapped accessible ramps to the SEPTA stations will be provided. SEPTA bus route 119 uses this bridge. This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	250											
FD	185	63											
UTL	NHPP		2,607										
UTL	185		652										
UTL	NHPP			1,793									
UTL	185			448									
CON	NHPP	3,925											
CON	581	400											
CON	NHPP		161										
		4,638	**3,420**	**2,241**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**10,299**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 15468 ***Concord Road Bridge Over Baldwin Run SR:3007*** **Return**

LIMITS Over Baldwin Run — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township; Chester Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8A

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

Funds will cover accrued unbilled costs.

The purpose of this project is to replace the existing culvert which conveys SR 3007 (Locally known as Concord Road) over Baldwin Run. The existing culvert is a stone masonry and concrete arch with a maximum span length of 18', approximate height of fill of 20' from stream bed to roadway grade and approximate width of 28.8' conveying two lanes of traffic. It is scheduled for replacement due to its condition being structurally deficient exhibiting severe cracking in the adjacent retaining walls, loss of mortar along the fascias and section loss in the substructure units. The project will provide a replacement structure along a new alignment located immediately to the west (upstream) of the existing alignment. Traffic will be maintained along the existing alignment during the construction of the new structure and approach roadways. The roadway width will be 36' throughout the project limits. The alignment and profile of the new roadway shall be significantly improved eliminating existing substandard horizontal and vertical curves. The proposed structure will be a 77' long, 16' wide x 10' high reinforced concrete box culvert with flared wingwalls at the inlet and outlet . The proposed roadway will be constructed upon approximately 10' of earthen fill over the top slab of the culvert. Appurtenant roadway features include curb, guiderail, signage, pavement markings, roadway drainage, vegetated swales and a stormwater infiltration basin. The project will impact 0.16 acres of palustrine forested wetlands and will therefore include construction of a 0.5 acre wetland mitigation site which is located in close proximity to the project site.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185	55											
		55	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**55**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/26/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Media Borough

FC:

AQ Code:S2

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project involves rehabilitating or replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years ($ 000)

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

Delaware

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

LIMITS Over West Branch of Chester Creek

Est Let Date: 1/18/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and is less than 1/2 mile from the Chester Creek Trail.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	BOF		240										
FD	183		45										
FD	LOC		15										
CON	BOF		2,633										
CON	LOC		658										
CON	BOF					208							
CON	LOC					52							
		0	**3,591**	**0**	**0**	**260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,591**		**Total FY2021-2024**			**260**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Over Chester Creek

Est Let Date: 1/11/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 5

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

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

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

The existing bridge, built in 1920, is a 180-foot, two-span steel through-girder structure with stone masonry abutments, masonry retaining wall and two pier columns. This bridge is severely deteriorated and repairs to the bridge cannot restore its structural soundness. It will be replaced with a single span multi-girder structure, with concrete barriers and sidewalks. The substructure will consist of reinforced concrete cantilever abutments and U-shaped wing walls. The new structure will provide 12-foot wide travel lanes, with 4-foot wide shoulders through the project area. An 8-foot sidewalk will be located on both sides of the structure.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	5,582											
CON	179	1,395											
		6,977	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,977**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 48168 ***Baltimore Pike Signals SR:2016*** **Return**

LIMITS Bishop Avenue to US 13/Church Lane — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Lansdowne Borough; Lansdowne Borough; Upper Darby Townsh — FC: 14 — AQ Code:2025M

PLAN CENTER: — DOI: — IPD: 3

PROJECT MANAGER: HNTB/G. Gumas — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5E

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

The project consists of the upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor. Signalization improvements will specifically involve full modernization of intersection signalization equipment. Existing equipment will be removed and replaced by new equipment including signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit

This road segment is included in the Delaware County Bicycle Plan. SEPTA 107 and 109 bus routes use this road.

Intersections in the project are Baltimore and the following cross streets: Bishop, Delmar/Home Depot, Oak, Church Street, Springfield, Diamond, SEPTA Route 102, Marple, Jackson/K-Mart, Scottdale/Burmont, Martin/Mansfield, Lansdowne, Wycombe, Union, Giant, Penn/Fourth, and Church Lane. Also, on Springfield the following cross streets: Broadway, West Madison and Woodlawn.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	CAQ	50											
CON	HSIP		200										
		50	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**250**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 57757 ***Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk SR:2025***

LIMITS Morton Avenue from Swarthmore Avenue and 9th Avenue — Est Let Date: 8/15/2019

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township; Rutledge Borough — FC: 16 — AQ Code:R1

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: Gannett/B. Masi — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5C

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: N

The project includes widening of the intersection of Morton Ave. and Swarthmore Ave. to provide proper turning radii and left turn lanes. The roadway will be widened and resurfaced at the intersection where needed. Existing lane widths will be maintained except where widening will take place. The new lane widths at this location are 2-12 ft travel lanes, 2-2 ft shoulders and a 10 ft left turn lane. The sidewalk is intermittent through this section of Morton Ave and will be constructed to provide pedestrians with a continuous walkway from Swarthmore Ave. to Ridley High School (9th St.). Traffic signal upgrades/replacement will take pedestrian traffic into account. The four existing traffic signals at the intersection of Morton Ave. and Swarthmore Ave. will be replaced with new signals. The system will be traffic responsive via loop detectors. The project will comply with the Regional ITS Architecture.

TIP Program Years ($ 000)

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

Delaware

MPMS# 57772 ***Convent Road Bridge Over Chester Creek (CB# 6)*** **Return**

LIMITS Over Chester Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

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

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

This project will entail the complete replacement of the Convent Road Bridge. The existing structure is a two-span concrete structure built in 1927 that carries Convent Road over the confluence of Chester Creek and its west branch. Severe deterioration extends through the deck superstructure and substructure, resulting in a 20-ton weight restriction. The bridge is currently 20 feet wide with a 6 foot wide concrete sidewalk provided on the upstream side of the structure.The bridge is located on a significant horizontal curve at both approaches. Heavy industrial development is present on the northern approach; residential development exists on the southern approach. The two-lane approach roadways are unlined and no safety features are provided.

A new structure will replace the existing bridge along the same alignment; the width of the new structure will be wider than the existing. Although significant changes to the roadway and bridge profile are not anticipated, minor roadway approach work will be required. The new structure will comply with current PennDOT design standards including an increased weight limit, which will allow the passage of larger vehicles. The bridge currently has a PennDOT sufficiency rating of 18.3. This bridge is .1 mile from the Chester Creek Trail. This project is subject to standard PennDOT design procedurece as defined in the Bicycle/Pedestrian Facilities checklist.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	BOF												
ROW	BOF												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Over Amtrak/SEPTA Rail Line between 5th Street and 6th Streets — Est Let Date: 5/24/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4D, 6A

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF			1,800									
CON	183			337									
CON	LOC			112									
CON	BOF				1,800								
CON	183				337								
CON	LOC				112								
		0	**0**	**2,249**	**2,249**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**4,498**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 64790 ***MacDade Boulevard Closed Loop Signal System SR:2006***

LIMITS South Avenue to Cherry Street

Est Let Date: 7/13/2017

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Glenolden Borough; Collingdale Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

DOI: DOI_DOI

IPD: 5

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

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

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

ADA compliant curb ramps, countdown hand/man pedestrian signal heads and pedestrian push buttons are proposed. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads with countdown timers. The northbound approach of Oak Lane will be widened to provide a dedicated left turn lane. This road segment is included in the Delaware County Bicycle Plan. SEPTA's Route 107 and 113 buses use this road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ		40										
CON	TOLL												
CON	CAQ	6,190											
		6,190	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,230**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 64791 ***PA 420, Kedron Avenue SR:0420***

LIMITS At Franklin Avenue

Est Let Date: 6/21/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: Plans/C. Veiga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA Route 107 and school buses. Proposed solution would be modernization of signals, road widening and channelization. Pedestrian Hand/Man signals with countdown indicators will be provided at each crossing. Project would alleviate safety problems and enhance turning movements. Design and ROW are being advanced by the township.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	CAQ	6											
CON	TOLL												
CON	CAQ			862									
		6	**0**	**862**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**868**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Over Brandywine Creek

Est Let Date: 5/16/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsbury Township; Chadds Ford Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations. This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581		750										
FD	STU	717											
FD	581	179											
ROW	STU				239								
ROW	581				60								
UTL	STU			101									
UTL	581			26									
CON	STU					4,617							
CON	581					1,154							
CON	STU						4,617						
CON	581						1,154						
CON	STU							4,617					
CON	581							1,154					
		896	**750**	**127**	**299**	**5,771**	**5,771**	**5,771**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,072**		**Total FY2021-2024**		**17,313**		**Total FY2025-2028**		**0**	

Delaware

MPMS# 69815 ***US 322, Environmental Mitigation (MIT) SR:3025*** **Return**

LIMITS US 1 to West of CSX Railroad bridge — Actl Let Date: 7/28/2016

IMPROVEMENT Other — MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township — FC: 14 — AQ Code:S2

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TSS/P. Berthold — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8A

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

The project involves mitigation measures for widening and improving SR 3025 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 3025 and SR 261 to Concord Township property at SR 3025 and Fellowship Drive/Station Road North, including realignment of Station Road North. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	759											
		759	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**759**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 69816 ***US 322, US 1 to Featherbed Lane (Section 101) SR:0322***

LIMITS US 1 to Featherbed Lane

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Concord Township

PLAN CENTER:

PROJECT MANAGER: TSS/P. Berthold

PennDOT Class: Additional Lanes

FC: 14

DOI: DOI_DOI

CMP: Major SOV Capacity

PennDOT Improvement: Additional Lanes

Actl Let Date: 12/22/2016

MRPID:50

AQ Code:2025M

IPD: 2

CMP Subcorridor(s): 5B, 8A

NHPP: Y

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a grassy median strip from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections.

Intersection improvements will include the following:

•Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
•Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
•Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
•Elimination of left turns from and into Station Road (SR 3025).
•Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
•Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/ Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary. SEPTA's Route 119 bus uses this road.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	NHPP		329										
UTL	581		82										
CON	NHPP	21,120											
CON	581	5,280											
CON	NHPP		22,056										
CON	581		5,514										
CON	NHPP			11,951									
CON	581			2,988									
		26,400	**27,981**	**14,939**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**69,320**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 69817 ***US 322, Featherbed Lane to I-95 (Section 102) SR:0322***

LIMITS East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chichester Township

Est Let Date: 1/17/2019

IMPROVEMENT Roadway New Capacity

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_DOI

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

The project involves widening and improving SR 322 to a four lane typical section with a grassy median strip from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. SEPTA's Route 119 bus uses this road.

Intersection Improvements will include the following:
•Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
•Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
•Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
•Elimination of left turns from and into Colonial Drive.
•Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
•Elimination of left turns from and into Sommers Lane.
•Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
•Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
•Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.
See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project
TEA-21 DEMO 0486 - PA ID #116 - $13,220,615

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	5,658											
ROW	581	1,414											
ROW	NHPP			5,658									
ROW	581			1,414									
ROW	NHPP				5,658								
ROW	581				1,414								
UTL	NHPP					4,872							
UTL	581					1,218							
CON	NHPP				300								
CON	SXF				14,112								
CON	581				556								
CON	NHPP					12,106							
CON	581					3,026							
CON	STP							1,345					
CON	NHPP							3,072					
CON	581							1,104					

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CON	NHPP							299							
CON	581							74							
CON	NHPP									31,618					
CON	581									10,662					
CON	NHPP										31,618				
CON	581										7,904				
CON	NHPP											48,208			
CON	581											12,052			
		7,072	**0**	**7,072**	**22,040**	**21,222**	**0**	**5,521**	**373**	**42,280**	**39,522**	**60,260**	**0**		
		Total FY2017-2020		**36,184**		**Total FY2021-2024**		**27,116**		**Total FY2025-2028**		**142,062**			

MPMS# 70219 ***PA 291, East Coast Greenway***

LIMITS Darby Creek to Wanamaker Avenue — Actl Let Date: 3/10/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tinicum Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4C, 6A

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP:

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street, which will connect the main trail proposed through Tinicum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is included on the Delaware County Bicycle Plan.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	779											
		779	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**779**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Delaware

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

LIMITS I-476 to Fairview Road

Est Let Date: 4/26/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R2

PLAN CENTER:

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents. SEPTA's Route 113 bus uses MacDade Boulevard.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	182											
FD	STU		560										
FD	581		140										
CON	NHPP	76											
CON	STP	3,106											
CON	581	795											
CON	STU												
CON	581												
CON	STU					2,528							
CON	581					632							
CON	STU						654						
CON	581						164						
		4,159	**700**	**0**	**0**	**3,160**	**818**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,859**		**Total FY2021-2024**		**3,978**		**Total FY2025-2028**		**0**	

Delaware

MPMS# 71200 ***PA 291, East Coast Greenway/Industrial Heritage Highway (TE) SR:0291*** **Return**

LIMITS 2nd Street, Poolsen Avenue to 4th Avenue — Actl Let Date: 3/10/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tinicum Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Coscia — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4C, 6B

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tinicum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200. Additional funding is included in MPMS# 70219

This project is included in the Delaware County Bicycle Plan.

$700,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	775											
		775	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**775**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 72913 ***Chester Commercial Business District (HTSSRS)*** **Return**

LIMITS Avenue of the States/Welsh Street/East 6th Street — Actl Let Date: 6/18/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City — FC: — AQ Code:A2

PLAN CENTER: — DOI: — IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 2D, 4D, 6A

PennDOT Class: Home Town Streets — PennDOT Improvement: Home Town Streets — NHPP:

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States and Welsh Street, and East Sixth Street between Avenue of the States and sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Central Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. $922,300 funding will be drawn down at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	68											
CON	STU	28											
CON	STU		60										
		96	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**156**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 75800 ***College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek SR:1026*** **Return**

LIMITS Over SEPTA Norristown High Speed Line and Cobb's Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township — FC: 17 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 1

PROJECT MANAGER: HNTB/G. Gumas — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	STU		300										
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**300**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Concord Road to PA 452/US 322 — Est Let Date: 12/12/2024

IMPROVEMENT Roadway New Capacity — MRPID:117

MUNICIPALITIES: Upper Chichester Township; Aston Township; Chester Township — FC: 14; 17 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: TSS/P. Berthold — CMP: Major SOV Capacity — CMP Subcorridor(s): 8A

PennDOT Class: New Alignment — PennDOT Improvement: New Alignment — NHPP: Y

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

TIP Program Years ($ 000)

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

Delaware

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

LIMITS Over Chester Creek

Est Let Date: 9/14/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	BOF	45											
UTL	179	12											
CON	BOF	2,122											
CON	179	530											
		2,709	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,709**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Over Hermesprota Creek — Est Let Date: 8/9/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 4

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	BOF	47											
UTL	179	12											
CON	BOF	1,987											
CON	179	497											
		2,543	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,543**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Delaware County — No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: — FC: 12; 14 — AQ Code:S10

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: Plans/C. Veiga — CMP:

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP: Y

Delaware County Route 1 Paving and ADA Ramp Reconstruction

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	50											
FD	581		50										
UTL	581		15										
CON	STU					3,400							
CON	581					850							
CON	STU						3,400						
CON	581						850						
		50	**65**	**0**	**0**	**4,250**	**4,250**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**115**		**Total FY2021-2024**			**8,500**	**Total FY2025-2028**			**0**

Delaware

MPMS# 88407 ***I-95 Overhead Bridges*** **Return**

LIMITS Bridges over I-95 No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City FC: 11; 14 AQ Code:S19

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: HNTB/G. Gumas CMP: Not SOV Capacity Adding CMP Subcorridor(s): 4D, 6A

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

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is $20,000,000 - $25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgmont Avenue (SR 0352), Madison Street (SR 0320), Upland Street (SR 0320), Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted. Edgmont Avenue and Chestnut Street are included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Melrose Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581		3,647										
		0	**3,647**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,647**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 90128 ***PA252 o/ Springton Reservoir (Bridge)***

LIMITS Delaware County, SR 252 Est Let Date: 9/27/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Marple Township; Upper Providence Township FC: 14 AQ Code:S19

PLAN CENTER: DOI: DOI_BASE IPD: 2

PROJECT MANAGER: TSS/M. Saintval CMP:

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

Replacement of the PA 252 (Palmer's Mill Road) Bridge over Crum Creek at Springton Reservoir in Marple and Upper Providence Townships, Delaware County.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	125											
UTL	TOLL												
UTL	STP	250											
CON	185		1,788										
CON	581		2,010										
CON	581			2,151									
CON	581				5,370								
CON	581					299							
CON	581						4,531						
		375	**3,798**	**2,151**	**5,370**	**299**	**4,531**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**11,694**		**Total FY2021-2024**		**4,830**		**Total FY2025-2028**		**0**	

Delaware

MPMS# 92323 ***Wanamaker Ave o/ Darby Ck (Bridge) SR:0420***

LIMITS Deleware County - Darby Ck is border between Tinicum Township and Prospect Park Boro — Est Let Date: 9/26/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Prospect Park Borough; Tinicum Township — FC: 14 — AQ Code:S19

PLAN CENTER: Town Center — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: TSS/M. Saintval — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

This project involves rehabiltating or replacing the state bridge over the Darby Creek on Wanamaker Avenue between US 13 and I-95 in Tinicum Township and Prospect Park Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STP		278										
ROW	581		70										
UTL	STP		162										
UTL	581		18										
UTL	STP				125								
UTL	581				54								
CON	TOLL												
CON	NHPP												
CON	NHPP				700								
CON	NHPP					6,637							
CON	185					1,159							
CON	NHPP						1,211						
CON	NHPP							1,476					
CON	581								409				
		0	**528**	**0**	**879**	**7,796**	**1,211**	**1,476**	**409**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,407**		**Total FY2021-2024**		**10,892**		**Total FY2025-2028**		**0**	

Delaware

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

LIMITS Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	401											
PE	185		129										
FD	185		820										
ROW	STP			45									
ROW	185			11									
UTL	STP				93								
UTL	185				23								
CON	581						710						
CON	185						1,845						
CON	185							627					
CON	185								794				
CON	581								5,248				
		401	**949**	**56**	**116**	**0**	**2,555**	**627**	**6,042**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,522**		**Total FY2021-2024**		**9,224**		**Total FY2025-2028**		**0**	

Delaware

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

LIMITS Completion of Hillman Drive

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Chadds Ford Township

PLAN CENTER:

FC: 14

DOI:

Est Let Date: 8/13/2019

MRPID:123

AQ Code:2025M

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

The project completes the loop road on the southwest corner, connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. This new connection constitutes a minor roadway extension, but will not widen existing roads. The northeast, northwest, and southeast quadrants have the existing completed loop roads, State Farm Drive, Brandywine Drive, and Applied Card Way, respectively. See MPMS 105131 for Applied Card Way. Turning movements will be made at the intersections (i.e., no jug handles) for the proposed loop road connections, and at the Route 202/US 1 intersection. A completed loop road system will divert traffic from the Route 202/US 1 intersection. Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders. SEPTA Route 111 serves this area. Extension of the right turn lane from northbound Route 1 to southbound Route 202, as well as improvements to intersection of Route 202/State Farm Drive/Brandywine Drive, are also part of this project.

This is a companion project to MPMS #105131.

Project CMP (Congestion Management Process) commitments include sidewalks and crosswalks, enhanced bus stop areas in consultation with SEPTA, and bike lanes or paved shoulders. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	424											
FD	581	106											
ROW	STP												
ROW	581												
ROW	STP			54									
ROW	581			14									
ROW	STP				383								
ROW	581				96								
UTL	TOLL												
UTL	STP			563									
CON	STU						1,829						
CON	STP						139						
CON	581						492						
		530	**0**	**631**	**479**	**0**	**2,460**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,640**		**Total FY2021-2024**		**2,460**		**Total FY2025-2028**		**0**	

Delaware

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

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 3

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is structurally deficient. The bridge is posted with a 12 ton weight restriction and requires continual mainteance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "Structurally Deficient" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards. The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

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

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

TIP Program Years ($ 000)

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

Delaware

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

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lansdowne Borough; Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 5

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5E

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	183											
FD	LOC	46											
FD	183		183										
FD	LOC		46										
		229	**229**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**458**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Glenolden Borough; Norwood Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 2

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183	356											
PE	LOC	89											
FD	183	320											
FD	LOC	80											
		845	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**845**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Between Crum Creek and Darby Creek — No Let Date

IMPROVEMENT

MUNICIPALITIES: Eddystone Borough; Ridley Park Borough; Tinicum Township — FC: — AQ Code:X13

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	75											
FD	581		15										
ROW	581			75									
UTL	581			50									
CON	TOLL												
CON	STU					1,000							
		75	**15**	**125**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**215**	**Total FY2021-2024**			**1,000**	**Total FY2025-2028**			**0**

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

LIMITS — Actl Let Date: 3/23/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Swarthmore Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU	510											
CON	TOLL												
CON	TAU		215										
		510	**215**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**725**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Hillside Rd from Glenloch Rd to Crum Lynne Rd. Glenloch Rd along Hillside Rd to W. Dupont Ave. No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ridley Park Borough FC: AQ Code:A2

PLAN CENTER: Town Center DOI: No IPD: 2

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

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU		893										
		0	**893**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**893**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103216 ***Jansen Avenue Grade Crossing***

LIMITS Between PA 291 and Old Tinicum Island Road No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township FC: AQ Code:S8

PLAN CENTER: DOI: No IPD: 3

PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding CMP Subcorridor(s): 4C, 6A

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

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

TIP Program Years ($ 000)

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

Delaware

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

LIMITS Between 5th and 7th Streets

Est Let Date: 12/15/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

DOI: No

IPD: 5

PROJECT MANAGER: Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581		811										
FD	581			580									
FD	STU												
FD	581												
ROW	581									134			
UTL	581	50											
UTL	STP								2,610				
UTL	581								652				
CON	TOLL												
CON	RRX				228								
CON	TOLL												
CON	RRX					100							
CON	STU											9,980	
		50	**811**	**580**	**228**	**100**	**0**	**0**	**3,262**	**134**	**0**	**9,980**	**0**
		Total FY2017-2020		**1,669**		**Total FY2021-2024**		**3,362**		**Total FY2025-2028**		**10,114**	

Delaware

MPMS# 104308 ***Walkable Wallingford - Copples Lane Sidewalk***

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

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

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

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

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

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

TIP Program Years ($ 000)

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

Delaware

MPMS# 104343 ***US 322 over CSX*** **New-B**

LIMITS I-95 Interchange to PA 452 Interchange

Est Let Date: 6/7/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP	1,122											
PE	TOLL												
PE	TOLL												
PE	NHPP		20										
PE	STP				980								
PE	TOLL												
FD	NHPP			1,126									
FD	TOLL												
ROW	581					920							
ROW	581						274						
UTL	NHPP					1,194							
CON	STP							170					
CON	TOLL												
CON	STU							16,257					
CON	NHPP								2,998				
CON	TOLL												
CON	STP												12,244
CON	TOLL												
		1,122	**20**	**1,126**	**980**	**2,114**	**274**	**16,427**	**2,998**	**0**	**0**	**0**	**12,244**
		Total FY2017-2020			**3,248**	**Total FY2021-2024**			**21,813**	**Total FY2025-2028**			**12,244**

Delaware

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

LIMITS Between PA3 and Lawrence Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Haverford Township; Marple Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 3

PROJECT MANAGER: TSS/T. Stevenson — CMP:

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	e581	1,000											
CON	OTH	961											
CON	e581		1,000										
		1,961	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,961**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104610 ***Erickson Avenue Grade Crossing***

LIMITS Between the intersection of 3rd Street & Old Tinicum Island Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tinicum Township — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 3

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4C, 6A

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX				218								
		0	**0**	**0**	**218**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**218**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 105074 ***Chester Safety Cameras***

LIMITS Chester City — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/A. Kim — CMP:

PennDOT Class: MultiModal — PennDOT Improvement: MultiModal — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	411	147											
UTL	LOC	53											
CON	411			147									
CON	LOC			394									
		200	**0**	**541**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**741**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105131 ***US 202 and US 1 Connector Road*** — **Return**

LIMITS Applied Card Way; US 202 and US 1 — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chadds Ford Township; Concord Township — FC: — AQ Code:2017M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/A. Kim — CMP:

PennDOT Class: MultiModal — PennDOT Improvement: MultiModal — NHPP: Y

Funding is provided to complete the southeastern loop road, Applied Card Way, to connect US 202 and US 1 in Concord and Chadds Ford Townships. Construction also includes related sidewalks, lighting and pedestrian safety amenities. A completed loop road system will divert traffic from the Route 202/US 1 intersection.

This is a companion project to MPMS #95429.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	411	57											
ROW	411	833											
UTL	411	184											
CON	LOC	1,591											
		2,665	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,665**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS 12 signalized intersection within Aston Twp — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Aston Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	9											
FD	LOC	9											
CON	A-073	123											
CON	LOC	123											
		264	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**264**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 105657 ***Brookhaven Borough Traffic Improvements*** **New**

LIMITS Multiple Intersections in the Borough — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Brookhaven Borough — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	24											
PE	LOC	24											
FD	A-073	24											
FD	LOC	24											
CON	A-073	176											
CON	LOC	176											
		448	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**448**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Intersection of Wilmington Pike (Route 202) & Brinton's Bridge/Dilworthtown Roads — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chadds Ford Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 0

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	9											
CON	LOC	10											
		19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**19**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Various locations in Concord Township — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Concord Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	6											
FD	LOC	7											
CON	A-073	87											
CON	LOC	87											
		187	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**187**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105660 ***West Chester Pike LED Replacement*** **New**

LIMITS Route 3 & North Crum Creek Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Edgmont Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

Delaware

MPMS# 105661 ***MacDade Blvd and Kedron Avenue*** **New**

LIMITS Multiple intersections along MacDade Blvd and Kedron Ave. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Ridley Township FC: AQ Code:S6

PLAN CENTER: DOI: No IPD: 5

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	5											
PE	LOC	5											
FD	A-073	5											
FD	LOC	5											
CON	A-073	35											
CON	LOC	35											
		90	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**90**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105662 ***Audible Pedestrain Signals - Springfield Twp)*** **New**

LIMITS Signalized Intersection at Baltimore Pike & Saxer Avenue Springfield Township. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township FC: AQ Code:S6

PLAN CENTER: DOI: No IPD: 1

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

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

Delaware

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

LIMITS Various locations in Upper Chichester — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Chichester Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

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

MPMS# 105664 ***Upper Darby Township*** **New**

LIMITS Ten critical corridor intersections within Upper Darby Township — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Darby Township — FC: — AQ Code:NRS

PLAN CENTER: Town Center — DOI: No — IPD: 7

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	31											
CON	LOC	38											
		69	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**69**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 107152 ***Local Asset Data Collection - Delaware County*** **Return**

LIMITS Countywide — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various — FC: — AQ Code:X5

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jim Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Improve transportation planning and asset management strategies through the identification and collection of missing critical data on all locally-owned roads and bridges over eight feet in length in Delaware County.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	TOLL												
STUDY	STU	55											
		55	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**55**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107177 ***Moore Road Sidewalk Project (TAP)*** **New**

LIMITS Brookhaven Road to the Nether Providence Elementary School to Creekside Swim Club — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU		5										
CON	TOLL												
CON	TAU			820									
		0	**5**	**820**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**825**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 107178 ***Springfield Township Sidewalk Improvements (TAP)*** **New**

LIMITS SEPTA Transit Station and Health Campus/Golf View Estates — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Springfield Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU			280									
		0	**0**	**280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**280**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107642 ***Smithbridge Rd. Corridor***

LIMITS — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Concord Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is a partnership between PennDOT, Concord Township, Delaware County, and Garnet Valley School District, a regional school district that includes Concord and Bethel Townships, and Chester Heights Borough. To address safety as well as significant congestion and vehicle delay on and adjacent to Smithbridge Road in the vicinity of two Garnet Valley School District campuses, the project will implement turning movement enhancements at the Garnet Valley High School access to Smithbridge Road and a roundabout at the intersection of Smithbridge Road and Kirk/Temple Roads. In addition, a multi-use trail with crosswalks and ADA ramps will be constructed to connect these campuses, Concord Township Park, the Rachel Kohl Community Library (a regional library) the DeNenno History and Education Center and multiple residential neighborhoods.

The project is listed under the DVRPC Competitive CMAQ Program (MPMS #48201) line item and the Regional Safety Initiatives (HSIP) (MPMS #57927) line item; funds will be drawn down at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	HSIP		50										
		0	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**50**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 107652 ***US 202/US 1 ITS Corridor*** **New**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Installation of adaptive signals and ITS infrastructure at 17 intersections in US 202 (DE Line and Matlack St.) and US 1 (Lenape Rd, Bethel Twp., to US 202) corridors in Chester and Delaware Counties. Will connect to PennDOT TMS.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	CAQ	200											
PE	CAQ		280										
FD	CAQ	300											
		500	**280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**780**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107735 ***US 1 (Township Line Road) Corridor Safety Improvements*** **New**

LIMITS — Actl Let Date: 4/6/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Haverford Township; Upper Darby Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Proposed improvements include milling and overlay from State Road to Harding Drive; improving and enhancing signage and pavement markings, installing a center turn lane, reducing lane widths, and reinforcing the 35 MPH speed limit by installing speed limit legends on the pavement throughout the corridor; installing radar display speed signs at various locations; and installing a high friction surface treatment on the northbound right lane of Township Line Road between State Road and Arrowhead Lane.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	eSTP	1,500											
		1,500	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 107995 ***Radnor Township Trail (TAP)*** **New**

LIMITS Radnor Township

Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Radnor TAP Trail will build a low-cost, immediate, 5 mile north/south Circuit Route to create a nearly continuous 7.6 mile on-road and off-road bicycle route.The 5 mile trail runs from the northern end of the Township connecting Wayne with the existing Radnor Trail to 4 SEPTA Stations. The trail will also link to Villanova University along South Ithan Ave. to Haverford Township.

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.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP			1,000									
		0	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 108005 ***Avenue of the States Streetscape (TAP)*** **New**

LIMITS Chester City's Central Business District

Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chester City

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will fund the construction of sidewalk and streetscape improvements in Chester's Central Business District. The City of Chester was awarded funding through the federal Transportation and Community Systems Preservation (TCSP) program to initiate a set of improvements to the Downtown Triangle (see MPMS #72913). The TAP funds will allow the City to complete the project. The TAP-funded work will improve access to the Chester Transportation Center, an intermodal public transit station including both regional rail lines and bus routes, located at 6th Street and the Avenue of the States.

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 $913,488 out of the $9.4 million awarded to the region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP			913									
		0	**0**	**913**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**913**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 109442 ***Concord Township Battery Backup (Various Locations)*** **New**

LIMITS 15 Intersections within Concord Township — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Concord Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Concord Township seeks to implement battery back-up / uninterruptable power supply (UPS) at the following intersections in order to improve safety during power outages.
1. Baltimore Pike (SR 0001) & Concord Road (SR 3007) 232042538
2. Baltimore Pike (SR 0001) & Cheyney Road (SR 4015) 232041503
3. Baltimore Pike (SR 0001) & Stoney Bank Road (SR 4009) 234032090
4. Wilmington Pike (SR 0202) & Concord Country Club / Oakland Road 232021659
5. Wilmington Pike (SR 0202) & State Farm Drive / Brandywine Drive 232021929
6. Wilmington Pike South (SR 0202) & Smithbridge Road (SR 3046) 232042185
7. Wilmington Pike North (SR 0202) & Smithbridge Road (SR 3046) 232042184
8. Wilmington Pike (SR 0202) & Naamans Creek Road / Beaver Valley Road (SR 0491) 23204292
9. Wilmington Pike (SR 0202) & Johnson Farm Lane 232042632
10. Naamans Creek Road (SR 0491) & Shavertown Road 232042764
11. Naamans Creek Road (SR 0491) & Pyle Road (SR 3042)
12. Conchester Highway (SR 0322) & Fellowship Road 232042473
13. Smithbridge Road (SR 3046) & Kirk Road / Temple Road 232042563
14. Smithbridge Road (SR 3046) & Bethel Road / Station Road (SR 3025)
15. Smithbridge Road (SR 3046) & Concord Road (SR 3007) 232041640

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	144											
		144	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**144**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109443 ***Traffic Adaptive System - Baltimore Pike (US 1) and Concord Road*** **New**

LIMITS Intersection of Baltimore Pike (SR 0001) and Concord Road (SR 3007) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Concord Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will implement traffic adaptive signal control at the intersection of Baltimore Pike (US 1) and Concord Road in order to improve safety and mobility along this heavily traveled corridor.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	56											
		56	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**56**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 109444 ***Sproul Road (PA 320) Corridor Improvements (Marple Township)*** **New**

LIMITS Intersection of Sproul Rd & Springfield Rd (SR 1013) to intersection of Sproul Rd & Reed Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Marple Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project involves the addition of a centralized fiber optic closed loop traffic signal system and new signal controllers for nine (9) signalized intersections along Sproul Road (SR 0320) in Marple Township, Delaware County. The project also involves traffic counts at all nine intersections and the development of optimized signal timing and coordination settings.

See also MPMS #109446.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	440											
		440	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**440**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109445 ***Middletown Low Cost Safety Improvements*** **New**

LIMITS PA 352 and Knowlton Road and PA 352 and Glen Riddle Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Middletown Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve two intersections in Middletown Township.

S. New Middletown Road (SR 0352) & Knowlton Road:
-Add southbound right-turn lane. Shoulder is currently used as a de facto turn lane, Volume density loops, Video detection, Install new pushbutton on the northwest corner to replace the one that was knocked down. Place towards back of landing area, Replace mast arm on northwest corner. (Pole must be replaced to add an additional overhead signal), New junction box on the northwest corner to replace the old, rusted, muddy, crowded one, Luminaires on northeast and southwest corners' mast arms, Overhead street name signs on side street mast arms, Install new ground mounted controller cabinet, Repair broken connection from controller cabinet to mast arm

S. New Middletown Road (SR 0352) & Glen Riddle Road/Elwyn Ave & Old Middletown Road:
-Provide two overhead signals for each approach, Upgrade pedestrian signals, Replace mast arm on southeast corner (necessary if we are adding an additional overhead signal), Overhead street name signs for side street mast arms.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	108											
		108	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**108**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 109446 ***Sproul Road (PA 320) Corridor Improvements (Springfield Township)*** **New**

LIMITS Intersection of Sproul Rd & Springfield Rd (SR 1013) to intersection of Sproul Rd & Reed Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will implement a closed loop fiber optic traffic signal system and emergency preemption at 6 signalized intersections along Sproul Road (PA 320) in Springfield Township. The township worked with PennDOT on a recent project to optimize the signal timings and coordination settings along the PA 320 Corridor. This project constitutes the next phase of that effort. See also MPMS #109444.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	284											
		284	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**284**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

MPMS# 110924 ***City of Chester Traffic Signal Upgrade (ARLE 7)*** **New**

LIMITS Route 3035 and Township Line Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Chester City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4D, 6A, 8A

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve safety by upgrading the traffic signal at the intersection of Route 3035 and Township Line Road by installing new traffic signal poles, LED modules, pedestrian signals, and signs.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		119										
		0	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**119**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Delaware

MPMS# 110925 ***Concord Township Pedestrian Improvements (ARLE 7)*** **New**

LIMITS US 1 and State Farm Drive/Applied Bank Boulevard — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Concord Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5B, 8A

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve safety at the intersection of US 1 (Baltimore Pike) and State Farm Drive/Applied Bank Boulevard by improving the pedestrian crossing, installing a channelization island, upgrade ADA ramps, extend existing sidewalk, placement of push buttons, and relocating guiderail.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		117										
		0	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**117**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110926 ***Haverford Township Pedestrian Safety Improvement (ARLE 7)*** **New**

LIMITS Darby Road and Fairfield Road — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Haverford Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve pedestrian safety by installing a mid-block pedestrian warning system near the intersection of Route 2005 (Darby Road) and Fairfield Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		75										
		0	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**75**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

MPMS# 110927 ***Ridley Township Intersection Improvement (ARLE 7)*** **New**

LIMITS MacDade Boulevard and Bullens Lane — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Minor SOV Capacity — CMP Subcorridor(s): 2D, 6A

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the intersection of MacDade Boulevard and Bullens Lane by installing a new left turn lane, upgrading traffic signal equipment, and improving ADA-compliant curb ramps.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		250										
		0	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**250**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110928 ***Springfield Township Traffic Signal Improvements (ARLE 7)*** **New**

LIMITS Sproul Rd and Woodland Ave/Beatty Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Springfield Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 2C, 5C

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal at the intersection of Sproul Road and Woodland Avenue/Beatty Road by modernizing traffic signal equipment and installing ADA-compliant ramps, pedestrian signal modules, push buttons, and visibility crosswalks.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		282										
		0	**282**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**282**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Delaware

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

LIMITS Bethel Road (SR 3017) & Mill Road (SR 3014) No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Chichester Township FC: AQ Code:X5

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Traff/A. Patel CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		320										
		0	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**320**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Delaware	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$88,550	$60,655	$39,793	$47,800	$236,798	$221,427	$281,945

Montgomery

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

LIMITS Over Tookany Creek

Est Let Date: 12/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

In Cheltenham Township, east of Jenkintown, this project involves rehabilitating or replacing the Tookany Creek Parkway bridge over the tributary of the Tookany Creek (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 16214 ***PA 611, Old York Road Over SEPTA R3 SR:0611***

LIMITS Over SEPTA West Trenton Line (Noble Station) Est Let Date: 1/11/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township FC: 14 AQ Code:S19

PLAN CENTER: DOI: DOI_BASE IPD: 2

PROJECT MANAGER: TSS/H. Freed CMP: Not SOV Capacity Adding CMP Subcorridor(s): 14E

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

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		220										
CON	NHPP	4,243											
CON	185	1,060											
CON	NHPP												
CON	185												
CON	STU									4,243			
CON	581									1,060			
		5,303	**220**	**0**	**0**	**0**	**0**	**0**	**0**	**5,303**	**0**	**0**	**0**
		Total FY2017-2020		**5,523**		**Total FY2021-2024**			**0**	**Total FY2025-2028**		**5,303**	

Montgomery

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

LIMITS Over Amtrak/SEPTA Paoli Rail Lines

Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	34											
FD	LOC	8											
ROW	BOF	35											
ROW	STU*	20											
UTL	BOF	551											
UTL	STU*	800											
UTL	183	38											
UTL	LOC	13											
CON	STU				3,486								
CON	183				654								
CON	LOC				218								
CON	STU						448						
CON	183						84						
CON	LOC						28						
		1,499	**0**	**0**	**4,358**	**0**	**560**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**5,857**	**Total FY2021-2024**			**560**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Between New Road and Swamp Creek — Est Let Date: 12/9/2022

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township — FC: 7 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding

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

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. Structurally Deficient bridge breakout project from MPMS #88706.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	637											
FD	185		293										
FD	185				527								
ROW	185		82										
UTL	BOF			45									
UTL	185			11									
CON	TOLL												
CON	BOF					2,388							
		637	**375**	**56**	**527**	**2,388**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,595**		**Total FY2021-2024**		**2,388**		**Total FY2025-2028**		**0**	

MPMS# 16248 ***Union Avenue (Bridge) SR:7104*** **Return**

LIMITS Over SEPTA R6, Cynwyd Rail Line — Actl Let Date: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5F, 7A

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

Replace narrow two lane bridge. New bridge will include two 5 foot wide sidewalks.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF	632											
CON	183	119											
CON	LOC	39											
CON	BOF		474										
CON	183		89										
CON	LOC		30										
		790	**593**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,383**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Montgomery

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

LIMITS Greenwood Avenue to Rice's Mill Road — Est Let Date: 4/19/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Cheltenham Township — FC: 14; 16 — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 4

PROJECT MANAGER: HNTB/N. Velaga — CMP: Minor SOV Capacity — CMP Subcorridor(s): 14E

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

TIP Program Years ($ 000)

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

Montgomery

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

LIMITS Over SEPTA Route 100 — Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 1A, 9B

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

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU	47											
ROW	183	8											
ROW	LOC	3											
UTL	STU	467											
UTL	183	88											
UTL	LOC	29											
CON	STP												
CON	183												
CON	LOC												
CON	STU												
CON	183												
CON	LOC												
CON	STP				4,058								
CON	183				760								
CON	LOC				252								
		642	**0**	**0**	**5,070**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**5,712**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 16400 ***Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046*** **Return**

LIMITS Over Perkiomen Creek — Actl Let Date: 8/14/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Providence Township; Upper Providence Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9A

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

The new three-lane bridge will replace the existing closed bridge. It will have 5 foot shoulders on each side, a sidewalk on one side, and a total width of approximately 50 feet. There are no bike lanes on any of the approach lanes due to narrowness. Access to the nearby Perkiomen Trail is "Share-the-Road." The middle lane will serve as a turn lane for Arcola/Level Roads on the Lower Providence side (stop sign on bridge approach) and a turn lane, including a traffic signal, for the Arcola/Cider Mill approach on the Upper Providence side will be installed.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF	380											
CON	183	94											
CON	LOC	31											
		505	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**505**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Over Perkiomen Creek

Est Let Date: 2/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

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

TIP Program Years ($ 000)

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

Montgomery

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

LIMITS Allentown Road to PA 63/Sumneytown Pike — No Let Date

IMPROVEMENT Roadway New Capacity — MRPID:57

MUNICIPALITIES: Towamencin Township; Lower Salford Township; Franconia Township — FC: 14; 16 — AQ Code:2013M

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Major SOV Capacity — CMP Subcorridor(s): 2A, 11A, 14C

PennDOT Class: New Alignment — PennDOT Improvement: New Alignment — NHPP: Y

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

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

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP		1,050										
FD	581		263										
		0	**1,313**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,313**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 16484 ***Edgehill Road Bridge Over Old York Road SR:2034*** **Return**

LIMITS Over Old York Road — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township — FC: 17 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: EE/M. Holva — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14E

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: N

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and the replacement of approach curb and sidewalk. The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		200										
		0	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**200**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Butler Pike to Crescent Avenue

Est Let Date: 2/6/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Springfield Township; Whitemarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

This project involves reconstructing the roadway and drainage, upgrading and interconnecting traffic signals, and adding turn lanes at Joshua Road, Barren Hill Road, and Manor Road intersections. Sidewalks will be included where feasible. Phase 1 will be from Crescent Road to Philadelphia line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Crescent Road. Currently the roadway is 4 lanes (2 in each direction) between Butler and Church Road, and three lanes from Church Road to Philadelphia city line (2 west-bound and 1 east-bound).

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 16599 ***PA 320 at Hanging Rock SR:0320***

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

Est Let Date: 6/20/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S4

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail.

Project includes replacing existing wall along creek. Reconstruct roadway, construct concrete curbs, install storm pipes and inlets as needed, install guide rail as required.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	1,485											
FD	TOLL												
FD	STU		300										
ROW	581		328										
UTL	581		328										
CON	STU					898							
CON	581					224							
CON	STU						898						
CON	581						224						
CON	STU									3,400			
CON	581									850			
CON	STU										3,400		
CON	581										850		
		1,485	**956**	**0**	**0**	**1,122**	**1,122**	**0**	**0**	**4,250**	**4,250**	**0**	**0**
		Total FY2017-2020		**2,441**		**Total FY2021-2024**		**2,244**		**Total FY2025-2028**		**8,500**	

Montgomery

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

LIMITS Over Tookany Creek

Est Let Date: 8/10/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STP			45									
UTL	185			9									
UTL	LOC			2									
CON	BOF		2,222										
CON	183		416										
CON	LOC		138										
CON	STP												
CON	185												
CON	LOC												
		0	**2,776**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,832**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS over Skippack Creek

Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Towamencin Township

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This is a Structurally Deficient bridge breakout project from MPMS #88706. This project involves rehabilitating or replacing a bridge near Old Forty Foot Road and Skippack Pike (Route 73) in Lower Salford Township, Montgomery County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	424											
FD	185	106											
ROW	STP		175										
ROW	185		44										
UTL	STP			276									
UTL	185			69									
CON	STU		1,326										
CON	185		332										
CON	STP												
CON	185												
		530	**1,877**	**345**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,752**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 16665 ***US 202, Markley Street Southbound (Section 500) SR:0202***

LIMITS Main Street to Johnson Highway

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Norristown Borough; East Norriton Township

PLAN CENTER: Town Center

FC: 14

DOI: DOI_BASE

No Let Date

MRPID:21

AQ Code:S10

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

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

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	855											
UTL	NHPP	1,018											
UTL	581	255											
		2,128	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,128**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 16703 ***Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051*** **Return**

LIMITS Over Schuylkill River and Norfolk Southern Railroa — Actl Let Date: 12/5/2013

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Norriton Township; Upper Merion Township — FC: 16 — AQ Code:A2

PLAN CENTER: — DOI: — IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP: N

The new bridge which replaces the Old Betzwood vehicular bridge over the Schuylkill River will accommodate bicycles and pedestrians. This project will also provide for rehabilitation of the Trooper Road superstructure over Norfolk Southern railroad and replacement of the Trooper Road structure over the Schuylkill River Trail. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

This trail project is intended for transportation purposes, including trips to public venues, businesses and services. This project will provide non-motorized transportation connections from residential communities (Riverview at Valley Forge, Valley Forge Crossing, Valley Forge Towers & Apartments) to major employment centers (King of Prussia Business Park, Valley Forge Corporate Center) and retail/service centers (King of Prussia Mall, Valley Forge Convention Center, Greater Philadelphia Expo Center) in Upper Merion, West Norriton and Lower Providence Townships. This project will also provide a connection between the north and south sides of the Valley Forge National Historical Park to minimize impacts of vehicular traffic within the National Historical Landmark.

This project is part (5) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).

2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.

3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.

4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.

5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).

6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:
2008 Appropriation (PA ID# 711) -$735,000
SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $3,120,779
TEA-21 (FED ID# 0140/PA ID# 088) -$1,019,806

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	200											
		200	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**200**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 16705 ***Chester Valley Trail Extension (C036)***

LIMITS South Gulph Road Bridge to Schuylkill River Trail — Est Let Date: 6/21/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Norristown Borough; Upper Merion Township; Bridgeport Borough — FC: — AQ Code:A2

PLAN CENTER: Metropolitan Subcenter; Town Center — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 1A, 8D, 9B

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

This project includes the development of a 3.5 mile extension of the paved trail. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery to Bucks County. This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	CAQ	1,385											
ROW	LOC	346											
CON	TOLL												
CON	CAQ			5,074									
CON	CAQ				5,074								
CON	TOLL												
		1,731	**0**	**5,074**	**5,074**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**11,879**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS over Pennypack Creek

Est Let Date: 4/11/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Moreland Township; Hatboro Borough

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP*	446											
CON	STP			1,587									
CON	185			396									
CON	STP					340							
CON	185					85							
		446	**0**	**1,983**	**0**	**425**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,429**		**Total FY2021-2024**			**425**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 16738 ***US 422 Expressway Section M1B SR:0422***

LIMITS Norfolk Southern RR to Park Rd.

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township

PLAN CENTER:

FC:

DOI: DOI_BASE

Est Let Date: 10/15/2018

MRPID:2

AQ Code:S10

IPD: 2

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

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

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

TIP Program Years ($ 000)

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

Montgomery

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

LIMITS Swamp Road at PA 663 — Est Let Date: 6/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

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

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

MPMS# 16742 ***PA 63, Forty Foot Rd. SR:0063*** — **Return**

LIMITS Sumneytown Pike to Detwiler Rd. — No Let Date

IMPROVEMENT

MUNICIPALITIES: Towamencin Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: CONSTR — CMP:

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

Funds account for Accrued Unbilled Costs

Widen Forty Foot Rd. to four lanes and widen the Sumneytown Pike intersection. Construct a pedestrian bridge.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STP	1,200											
ROW	STU	400											
ROW	581	200											
ROW	LOC	200											
		2,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 36878 ***Reliance Rd Grade X-ing*** **New**

LIMITS Between Railroad Ave and N. 2nd St., No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough FC: AQ Code:S8

PLAN CENTER: Town Center DOI: No IPD: 3

PROJECT MANAGER: MAL/ M. Lang CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Installation of railroad warning devices

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	212											
		212	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**212**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Moore Rd to Geerdes Blvd Est Let Date: 10/15/2020

IMPROVEMENT Intersection/Interchange Improvements MRPID:161

MUNICIPALITIES: Upper Merion Township FC: 16 AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter DOI: DOI_BASE IPD: 2

PROJECT MANAGER: EE/L. Link CMP: Major SOV Capacity CMP Subcorridor(s): 9B

PennDOT Class: New Alignment PennDOT Improvement: New Alignment NHPP:

Replace structurally deficient, functionally obsolete, weight restricted (30 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	STP				817								
ROW	STP			720									
ROW	581			180									
UTL	STP				788								
UTL	581				197								
CON	STP							1,392					
CON	581							348					
CON	STP								5,852				
CON	581								1,463				
CON	STP												4,460
CON	581												1,115
		0	**0**	**900**	**1,802**	**0**	**0**	**1,740**	**7,315**	**0**	**0**	**0**	**5,575**
		Total FY2017-2020			**2,702**	**Total FY2021-2024**			**9,055**	**Total FY2025-2028**			**5,575**

Montgomery

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

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

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

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

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:
SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection
SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection
SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)
Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 – 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)
Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 – 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)
Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width
Proposed - 1 – 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581					1,000							
UTL	STP							104					
UTL	581							26					
CON	STU												1,517
CON	STP												8,012
CON	581												2,382
		0	**0**	**0**	**0**	**1,000**	**0**	**130**	**0**	**0**	**0**	**0**	**11,911**
		Total FY2017-2020			**0**	**Total FY2021-2024**		**1,130**		**Total FY2025-2028**		**11,911**	

Montgomery

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

LIMITS PA Turnpike to Chemical Road

Est Let Date: 2/27/2020

IMPROVEMENT Roadway Rehabilitation

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2025M

PLAN CENTER: Suburban Center

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: AECOM/C. Carmichael

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP			1,058									
CON	LOC			264									
CON	NHPP				1,058								
CON	LOC				264								
CON	NHPP					3,555							
CON	LOC					888							
CON	NHPP						4,800						
CON	LOC						1,249						
		0	**0**	**1,322**	**1,322**	**4,443**	**6,049**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,644**		**Total FY2021-2024**		**10,492**		**Total FY2025-2028**		**0**	

MPMS# 48186 ***Pottstown Area Signal System Upgrade SR:4031***

Return

LIMITS Montgomery and Chester Counties

Actl Let Date: 9/29/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC: 14

AQ Code:2020M

PLAN CENTER:

DOI:

IPD: 4

PROJECT MANAGER: AECOM/E. Reagle

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ	800											
FD	CAQ		350										
CON	CAQ	252											
		1,052	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,402**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Montgomery

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

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

Est Let Date: 1/7/2021

IMPROVEMENT Roadway New Capacity

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

This project includes construction for widening along South Henderson Road from South Gulph Road to Shoemaker Road as well as widening along South Gulph Road between Crooked Lane to the I-76 Gulph Mills intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 50364 ***US 202, DeKalb Pike, Section 610 (Design Only) SR:0202*** **Return**

LIMITS Johnson Highway to Morris Road — No Let Date

IMPROVEMENT Roadway New Capacity — MRPID:56

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township — FC: 14 — AQ Code:2030M

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: TSS/M. Fausto — CMP: Major SOV Capacity — CMP Subcorridor(s): 2A, 8F, 9B

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

This Section 600 of US 202 project is currently in final design, and contains design phase only. Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 600 are from Johnson Highway to PA 309. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	SXF	850											
FD	STU		1,208										
FD	SXF		1,196										
FD	581		2,848										
FD	STP			4,000									
FD	581			1,000									
FD	STU				782								
FD	581				196								
		850	**5,252**	**5,000**	**978**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**12,080**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 50646 ***PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063***

LIMITS Over Unami Creek and East Branch of Perkiomen — Est Let Date: 12/7/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Marlborough Township; Upper Salford Township — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: HNTB/G. Gumas — CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

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

TIP Program Years ($ 000)

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

MPMS# 51095 ***I-76 Schuylkill Expressway Corridor ITS*** **Return**

LIMITS — No Let Date

IMPROVEMENT

MUNICIPALITIES: Various — FC: — AQ Code:X

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: Gannett/VAG — CMP:

PennDOT Class: Intelligent Transportation System — PennDOT Improvement: Intelligent Transportation System — NHPP:

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	CAQ	736											
PE	581	184											
		920	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**920**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 8/23/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLAN CENTER: Rural Center

DOI:

IPD: 1

PROJECT MANAGER: Plans/C. Veiga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 57851 ***Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044***

LIMITS PA 73 to Township Line Road — Actl Let Date: 6/9/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township — FC: 14; 16 — AQ Code:2020M

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

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

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

Corridor/intersection improvements; realign off-set intersection:

1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work.Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.

2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.

3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.

4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.

5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - $800,000

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	CAQ		460										
CON	CAQ*	6,250											
		6,250	**460**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,710**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 57864 ***Cowpath Road/Godshall Road/Broad Street Improvements SR:1012*** **Return**

LIMITS At Cowpath Road/Godshall Road/Broad Street — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Franconia Township — FC: 17 — AQ Code:R4

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Minor SOV Capacity — CMP Subcorridor(s): 11A

PennDOT Class: Congestion Reduction PennDOT Improvement: Congestion Reduction NHPP: N

Funding in FY15 and FY16 is for Accrued Unbilled Costs (AUC).

Project S.R. 1012 (Godshall Road/West Broad Street) extends approximately 700 feet to either side of Cowpath Road intersection between Station 13+50.00 (Segment 0030/Offset 4060) and Station 28+50.00 (Segment 0040/Offset 0679). Work on T-410 (Cowpath Road) will extend approximately 650 feet to the West and 560 feet to the East of the intersection with Godshall Road between Station 12+25.00 and Station 24+30.00.

The project includes widening for its entire length to provide left turn lanes at all approaches and dedicated right turn lanes from westbound T-410 (Cowpath Road) and from northbound S.R. 1012 Godshall Road. Also, included is the addition of 4' shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

This project involves realignment of S.R. 1012 (Godshall Road and West Broad Street) in order to remove the offset that currently exists between the two roads and along the path of the state route.

S.R. 1012 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the northbound approach and 4' shoulders.
T-410 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the westbound approach and 4' shoulders.

Shoulders are to be widened from the existing 0'-2' to a 4' minimum. .

There are currently no accommodations for pedestrians or bicycles. Proposed pedestrian accommodations include sidewalk along the west side of S.R. 1012 (West Broad Street), cross walks and islands with associated hand/man pedestrian signals, and additional sidewalk near the intersection along (S.R. 1012) Godshall Road
-There are no adjacent projects requiring coordination at this time.

This project also includes the replacement of two non-historical bridges. Their sufficiency ratings are as follows:

SR 1012 over Skippack Creek: 95.7
Proposed New Structure: Prestressed Adjacent Box Beam

SR 1012 over Tributary to Skippack Creek:46.6
Proposed New Structure: Single Cell Precast Arch

Two retaining walls will also be constructed. One is located on the north side of Cowpath road, just east of the West Broad Street (SR 1012) intersection. The second is located along the east side of West Broad Street on the ramp carrying westbound traffic on Cowpath to northbound West Broad.

The project includes one (1) new signalized intersection with eleven (11) LED signal heads and four (4) LED pedestrian indications. The intersection is at Cowpath Road (T-410) and West Broad Street (SR 1012)/Godshall Road (SR 1012. The intersection signal will be traffic responsive with the use of video detection. Remote access is not included in the design. This project precedes the current Regional ITS Architecture; therefore compliance is out of scope.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	STU		75										
		0	75	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			75	Total FY2021-2024			0	Total FY2025-2028			0

Montgomery

MPMS# 57865 ***Edge Hill Road Reconstruction SR:2034***

LIMITS Easton Road to Jenkintown Road

Est Let Date: 6/21/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	800											
FD	LOC	200											
ROW	STU	1,360											
ROW	LOC	340											
UTL	STP	424											
UTL	581	106											
CON	STU		5,586										
CON	STP		2,029										
CON	581		1,904										
CON	STU			3,521									
CON	STP			3,105									
CON	581			1,657									
CON	STP												
CON	581												
CON	STU												
CON	581												
CON	STP												
CON	581												
		3,230	**9,519**	**8,283**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**21,032**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 59522 ***I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management SR:9101*** **Return**

LIMITS At I-476 and PA 309 No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various FC: 14 AQ Code:S7

PLAN CENTER: DOI: IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Minor SOV Capacity CMP Subcorridor(s): 2A, 11A, 14C

PennDOT Class: Intelligent Transportation System PennDOT Improvement: Intelligent Transportation System NHPP: Y

This project will implement a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. Video cameras, variable message signs, interconnected signal systems and trail blazer signage are components of the system. Work undertaken as part of the DVRPC FY06 Work Program provided signal inventories, cost estimates to make equipment consistent, identification of closed loop subsytems and priorities within the corridor, requirements for linking the system to PennDOT's Traffic Control Center, and a trail blazer signage plan.

MPMS# 71643 includes the utility work for the ITS components of this project and MPMS #48185 - ITS for I-76 Schuylkill Expressway.

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

SAFETEA LU DEMO #878, PA ID #361 - $3.2 MILLION

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	CAQ	850											
CON	TOLL												
CON	CAQ		375										
		850	**375**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,225**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 63486 ***US 202, Johnson Highway to Township Line Road (61S) SR:0202***

LIMITS Johnson Highway to Township Line Road

Est Let Date: 2/28/2019

IMPROVEMENT Roadway New Capacity

MRPID:56

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township

FC: 14

AQ Code:2035M

PLAN CENTER:

DOI: DOI_DOI

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 63490 ***US 202, Township Line Road to Morris Road (61N) SR:0202***

LIMITS Township Line Road to Morris Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Whitpain Township

PLAN CENTER:

FC: 14; 16

DOI: DOI_DOI

Est Let Date: 4/26/2018

MRPID:56

AQ Code:2025M

IPD: 3

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 8F

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP: Y

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	2,971											
ROW	581	743											
UTL	NHPP		3,060										
UTL	581		765										
UTL	NHPP			5,000									
UTL	581			1,250									
UTL	NHPP				2,719								
UTL	581				680								
CON	NHPP		1,600										
CON	581		400										
CON	STU			5,579									
CON	STP			2,368									
CON	NHPP			53									
CON	581			2,000									
CON	NHPP				12,653								
CON	581				3,163								
CON	STU					25,959							
CON	581					6,489							
		3,714	**5,825**	**16,250**	**19,215**	**32,448**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**45,004**		**Total FY2021-2024**		**32,448**		**Total FY2025-2028**		**0**	

Montgomery

MPMS# 63491 ***US 202, Morris Road to Swedesford Road (65S) SR:0202***

LIMITS Morris Road to Swedesford Road — Est Let Date: 1/15/2019

IMPROVEMENT Roadway New Capacity — MRPID:56

MUNICIPALITIES: Lower Gwynedd Township; Upper Gwynedd Township; Whitpain Town — FC: 14 — AQ Code:2035M

PLAN CENTER: Suburban Center — DOI: DOI_DOI — IPD: 1

PROJECT MANAGER: TSS/M. Fausto — CMP: Major SOV Capacity — CMP Subcorridor(s): 8F, 12B, 14C

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

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years ($ 000)

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

Montgomery

MPMS# 63493 ***PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202***

LIMITS At Old US 202/PA 309/PA 463

Est Let Date: 10/19/2017

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER: Suburban Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

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

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

This project involves modifications to the intersection of SR 0309 (Bethlehem Pike) with SR 0463 (Horsham/Cowpath Road) and SR 2202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work along SR 0309 will extend approximately 430 m. (1411 ft.) north of the intersection and approximately 320 m. (1050 ft.) south of the intersection; along SR 0463 will extend approximately 460 m. (1508 ft.) east of the intersection and 245 m. (804 ft.) west of the intersection; along SR 2202 will extend approximately 80 m. (262 ft.) north of the intersection. Both signal support structures will be replaced.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581	2,122											
CON	581		1,423										
CON	581			3,429									
CON	581				2,250								
		2,122	**1,423**	**3,429**	**2,250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**9,224**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS I-76 to Rock Hill Road

Est Let Date: 12/15/2019

IMPROVEMENT Roadway New Capacity

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: Gannett/S. New

CMP: Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

NHPP:

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

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	LOC	2,300											
ROW	581		3,876										
ROW	LOC		969										
UTL	LOC		500										
CON	STU							7,712					
CON	581							1,927					
CON	STP								6,473				
CON	581								1,618				
CON	STU									3,867			
CON	581									1,986			
CON	STU										3,867		
CON	581										1,986		
		2,300	**5,345**	**0**	**0**	**0**	**0**	**9,639**	**8,091**	**5,853**	**5,853**	**0**	**0**
		Total FY2017-2020		**7,645**		**Total FY2021-2024**		**17,730**		**Total FY2025-2028**		**11,706**	

Montgomery

MPMS# 64796 ***US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422*** **Return**

LIMITS At US 422 and PA 363 — No Let Date

IMPROVEMENT Roadway New Capacity — MRPID:95

MUNICIPALITIES: Lower Providence Township; West Norriton Township — FC: 12; 14; 16; 17 — AQ Code:2025M

PLAN CENTER: — DOI: — IPD: 0

PROJECT MANAGER: — CMP: Major SOV Capacity — CMP Subcorridor(s): 1A, 9B

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

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).

2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.

3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.

4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.

5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).

6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -$1,019,806

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU	500											
		500	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Over Amtrak/SEPTA

Est Let Date: 9/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF*	449											
FD	BOF		240										
FD	183		45										
FD	LOC		15										
UTL	BOF				2,040								
UTL	183				383								
UTL	LOC				128								
CON	BOF					5,731							
CON	183					1,075							
CON	LOC					358							
		449	**300**	**0**	**2,551**	**7,164**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**3,300**	**Total FY2021-2024**			**7,164**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 66952 ***PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422***

LIMITS US 422 to North Gulph Road

Est Let Date: 10/18/2018

IMPROVEMENT Intersection/Interchange Improvements

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: N

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new “gateway” for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:
1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:
2008 Appropriation (PA ID# 711) -$735,000
SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $6,864,799
TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP		500										
FD	581		100										
ROW	581	100											
UTL	STP												
UTL	581												
UTL	STP			546									
UTL	TOLL												
UTL	STU			1,548									
CON	TOLL												
CON	SXF			3,800									
CON	TOLL												
CON	SXF				3,799								
CON	TOLL												
CON	STP					4,061							
		100	**600**	**5,894**	**3,799**	**4,061**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**10,393**		**Total FY2021-2024**		**4,061**		**Total FY2025-2028**		**0**	

Montgomery

MPMS# 70197 ***US 422, (New) Expressway Bridge Over Schuylkill River (SRB) SR:0422***

LIMITS Over Schuylkill River

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: West Norriton Township; Upper Merion Township

PLAN CENTER:

FC: 12; 16

DOI: DOI_BASE

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

Actl Let Date: 11/5/2015

MRPID:96

AQ Code:2025M

IPD: 2

CMP Subcorridor(s): 9B

NHPP: Y

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #16703 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:
1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:
2008 Appropriation (PA ID# 711) -$735,000
SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $3,120,779
TEA-21 (FED ID# 0140/PA ID# 088) -$1,019,806
6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU*	4,730											
CON	SXF	14,006											
CON	NHPP*	9,627											
CON	SXF		355										
CON	NHPP*			6,782									
		28,363	**355**	**6,782**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**35,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 71643 ***Montgomery ITS Phase 2 - Utility Work*** **Return**

LIMITS I-76, PA 309, I-476 No Let Date

IMPROVEMENT

MUNICIPALITIES: Various FC: AQ Code:X

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: AECOM/ER CMP:

PennDOT Class: Air Quality PennDOT Improvement: Air Quality NHPP:

Project includes the utility work for ITS components of I-76, PA 309, and I-476 ITS projects.

This project was broken out from MPMS #48185 (Intelligent Transportation System (ITS) for I-76 Schuylkill Expressway) and MPMS #59522 (Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor Incident Traffic Mgt), which are programmed only for ITS construction work.

This project is programmed with a $1 Million 2004 Appropriations Earmark (PA ID# 261)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	SXF	31											
		31	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**31**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Over Wissahickon Creek — Est Let Date: 4/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitemarsh Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: TSS/GANNETT/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 15B

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

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge is closed. The county will provide new pedestrian access on the bridge that would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU	445											
FD	STP	424											
FD	183	80											
FD	LOC	27											
ROW	STP				93								
ROW	183				17								
ROW	LOC				6								
UTL	STP						49						
UTL	185						10						
UTL	LOC						2						
CON	STP							6,790					
CON	183							1,273					
CON	LOC							424					
		976	**0**	**0**	**116**	**0**	**61**	**8,487**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,092**		**Total FY2021-2024**		**8,548**		**Total FY2025-2028**		**0**	

Montgomery

MPMS# 72994 ***PA 263, York Road Hatboro Revitalization (HTSSRS)*** **Return**

LIMITS Horsham Road to Summit Avenue — Actl Let Date: 9/17/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatboro Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 1A, 12A

PennDOT Class: Home Town Streets — PennDOT Improvement: Home Town Streets — NHPP: Y

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. $800,998 funding will be drawn from MPMS #64984 at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - $1 MILLION DEMO has been broken out to MPMS #74817 for use on this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	65											
		65	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**65**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 74807 ***North Broad Streetscape Improvements***

LIMITS Lansing Avenue to Lynwood Road — Actl Let Date: 3/17/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatfield Township — FC: 16 — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: EE/J. Arena — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14C

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP: N

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

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - $100,000
$20,000 will be provided by Lansdale Warehouse
$20,000 will be provided by Hatfield Township

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	100											
CON	LOC	40											
		140	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**140**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 74813 ***Ambler Pedestrian Sidewalk Improvements*** **Return**

LIMITS Orange Avenue/Highland Avenue/Southern Park Avenue — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ambler Borough — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: EE/DVRPC/J.Coscia — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14B

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

Any additional funds required to complete the project will be provided locally.
Also see MPMS #48173.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		355										
CON	TOLL												
		0	**355**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**355**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Whitemarsh Township — Est Let Date: 3/29/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Whitemarsh Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: EE/DVRPC/J. Coscia — CMP:

PennDOT Class: Highway Reconstruction — PennDOT Improvement: Highway Reconstruction — NHPP:

Has been combined with 74937.
Street Improvements
Whitemarsh Township
Corridor Safety Improvements

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	1,843											
		1,843	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,843**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Allentown Road to Souderton Pike

Est Let Date: 12/12/2022

IMPROVEMENT Roadway New Capacity

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/P. Berthold

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP: Y

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

Phase 2 will include the following improvements:
-Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
-Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
-Realign and signalize the intersection of Penn Street and Township Line Road;
-Signalize the intersection of Township Line Road and Souderton Pike.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581	4,350											
ROW	STU		459										
ROW	581		115										
ROW	STU			1,289									
ROW	581			322									
UTL	STU					669							
UTL	581					167							
CON	STU						8,199						
CON	581						2,049						
CON	STU							8,199					
CON	581							2,049					
CON	STU								8,199				
CON	581								2,049				
		4,350	**574**	**1,611**	**0**	**836**	**10,248**	**10,248**	**10,248**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,535**		**Total FY2021-2024**		**31,580**		**Total FY2025-2028**		**0**	

Montgomery

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

LIMITS Pottstown Boro

Est Let Date: 7/18/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 7

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

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

TIP Program Years ($ 000)

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

Montgomery

MPMS# 79864 ***Lafayette Street, Barbados Street to Ford Street Widening (MGN)***

LIMITS Barbados Street to Ford Street

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Norristown Borough

PLAN CENTER: Town Center

FC: 9

DOI: DOI_BASE

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

PennDOT Class: Additional Lanes

PennDOT Improvement: Additional Lanes

Est Let Date: 6/22/2017

MRPID:55

AQ Code:2025M

IPD: 6

CMP Subcorridor(s): 8E, 9B

NHPP: N

This project (Section MGN) will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Diamond Avenue. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as an all electronic interchange with the Pennsylvania Turnpike. With an overall construction estimate of approximately $115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:
TEA 21 DEMO -$10 million
2004 DEMO - $750,000
SAFETEA DEMO #4809, PA ID# 619 - $500,000
SAFETEA DEMO #91, PA ID# 306 - $9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

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

Montgomery

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

LIMITS Main Street to Harding Boulevard

Est Let Date: 6/8/2017

IMPROVEMENT Intersection/Interchange Improvements

MRPID:21

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:S10

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 7

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP: Y

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing “Bailey Bridge” carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	300											
CON	STU	6,789											
CON	581	1,697											
CON	STU		6,789										
CON	581		1,697										
CON	STU			6,789									
CON	581			1,697									
		8,786	**8,486**	**8,486**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**25,758**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 80022 ***US 202, Markley Street Improvements (Section 520)*** **Return**

LIMITS Harding Boulevard to Johnson Highway — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — MRPID:21

MUNICIPALITIES: Norristown Borough; East Norriton Township — FC: 14 — AQ Code:2025M

PLAN CENTER: — DOI: — IPD: 5

PROJECT MANAGER: — CMP: Major SOV Capacity — CMP Subcorridor(s): 1A, 8E, 9B

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

This project provides for reconstruction and signal improvements to Route US 202, from Harding Blvd to Johnson Highway. Improvements include the reconstruction of the two-lane cross-section between as a three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

The improvements along Johnson Highway will primarily involve pavement marking and signing, and will include some widening at the intersection with Markley Street and radius improvements at local roadways. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80022 (Section 510) and 80021 (Section 520), companion project.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	193											
CON	581	48											
CON	NHPP		40										
CON	581		10										
		241	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**291**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 80052 ***Fetters Mill Bridge Over Pennypack Creek***

LIMITS Over Pennypack Circle

Est Let Date: 2/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Moreland Township; Bryn Athyn Borough

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 4

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	424											
FD	183												
FD	LOC												
FD	TOLL												
FD	STU		107										
ROW	STP		61										
ROW	TOLL												
ROW	STU		15										
ROW	183												
ROW	LOC												
CON	STP			1,694									
CON	185												
CON	LOC												
CON	TOLL												
CON	STU				695								
CON	STP					340							
CON	185					85							
		424	**183**	**1,694**	**695**	**425**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,996**		**Total FY2021-2024**		**425**		**Total FY2025-2028**		**0**	

Montgomery

MPMS# 80053 ***Knight Road Bridge Over Green Lane Reservoir*** **Return**

LIMITS Over Green Lane Reservoir — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

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

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

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	BOF												
CON	STP		66										
CON	183		12										
CON	LOC		4										
		0	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**82**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 80479 ***I-476, Mid County Expressway Roadway Reconstruction*** **Return**

LIMITS I-76/Schulkill Expressway to I-276/Mid County Toll — No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Merion Township; Plymouth Township; West Conshohocken Bo — FC: 11; 14 — AQ Code:S10

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 2B, 3C

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

This project involves the total reconstruction of 4.1miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate six (6) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Components of this project have already been advanced under MPMS #'s 77523, 83603, 83606, and 16737. Total roadway construction estimate is $87 million.

TIP Program Years ($ 000)

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

Montgomery

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

LIMITS Abington Township

Est Let Date: 7/25/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP:

This project includes the replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 83742 ***Keim Street Bridge Over Schuylkill River***

LIMITS Over Schuylkill River

Est Let Date: 4/5/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is closed. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		509										
PE	183		95										
PE	LOC		32										
FD	STU	509											
FD	183	95											
FD	LOC	32											
UTL	STP			45									
UTL	183			9									
UTL	LOC			2									
CON	STP							5,573					
CON	183							1,045					
CON	LOC							348					
CON	STU								5,573				
CON	183								1,045				
CON	LOC								348				
CON	STP									5,573			
CON	183									1,045			
CON	LOC									348			
		636	**636**	**56**	**0**	**0**	**0**	**6,966**	**6,966**	**6,966**	**0**	**0**	**0**
		Total FY2017-2020		**1,328**		**Total FY2021-2024**		**13,932**		**Total FY2025-2028**		**6,966**	

Montgomery

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

LIMITS Berks County Line to Schuylkill River

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Pottsgrove Township

PLAN CENTER: Town Center

FC: 12

DOI: DOI_BASE

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

Est Let Date: 7/13/2017

MRPID:135

AQ Code:S10

IPD: 6

CMP Subcorridor(s): 9A

NHPP: Y

Reconstruction of 1.2 miles of expressway on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. This project involves reconfiguration of the “S-curve” (high crash rate area) and Stowe Interchange. The Stowe Interchange will be realigned from the existing Trumpet configuration with tight loop ramps to a Diamond configuration. The horizontal radii comprising the Stowe “S-curve” will be increased to meet current design standards including stopping sight distance. The bridge carrying Ramp XY over SR 0422 at the Stowe Interchange will be reconstructed with the realigned interchange and will provide 16’-6” of vertical clearance with SR 0422. Structural improvements also include the replacement and extension of a culvert. PE is funded under MPMS 14698 and FD and ROW are funded under MPMS 66986. Also see MPMS #s 14698, 16738, 64220, 64222, 66986. SAFETEA DEMO # 1202 $1.2 MILLION.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	SXF	220											
UTL	581	58											
CON	581		7,380										
CON	581			18,956									
CON	581				15,184								
		278	**7,380**	**18,956**	**15,184**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**41,798**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 86336 ***Congo Road Bridge Replacement***

LIMITS Congo Road over Middle Creek

Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 2

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	371											
FD	185	87											
FD	BOF		72										
FD	185		18										
ROW	STP					146							
ROW	185					37							
UTL	STP					146							
UTL	185					37							
CON	STP						1,673						
CON	185						418						
		458	**90**	**0**	**0**	**366**	**2,091**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**548**	**Total FY2021-2024**			**2,457**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Walnut Street to Pleasant Street

Est Let Date: 7/13/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Limerick Township; Lower Pottsgrove Township

FC: 12

AQ Code:S10

PLAN CENTER:

DOI: DOI_DOI

IPD: 2

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

PennDOT Class: Preventive Maintenance

PennDOT Improvement: Preventive Maintenance

NHPP: Y

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	NHPP	100											
FD	TOLL												
FD	NHPP		100										
CON	TOLL												
CON	NHPP*	3,000											
CON	STU	564											
CON	TOLL												
CON	STP		2,029										
CON	SXF		4,968										
CON	NHPP*		3,063										
CON	TOLL												
CON	STU			4,555									
CON	NHPP*			4,911									
CON	TOLL												
CON	STU				1,378								
		3,664	**10,160**	**9,466**	**1,378**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**24,668**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 87099 ***Upper Gwynedd Township Improvements (SRTSF) - Round 1***

LIMITS Vicinity of St. Rose of Lima and

Est Let Date: 4/12/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: DOI_BASE

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

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

PennDOT Class: Federal Safe Routes to Schools

PennDOT Improvement: Federal Safe Routes to Schools

NHPP:

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded $1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded $1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SRTSF	797											
		797	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**797**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 89340 ***Bridge Rehab Group S*** **New**

LIMITS

Est Let Date: 5/18/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

DOI: No

IPD: 1

PROJECT MANAGER: HNTB/NV

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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

The bridges are as follows:
Chester County
1) Boot Road over PA 100 Bypass (Bridge Key 10402) Deck Replacement in West Whiteland Township;
2) South Whitford Road over Valley Creek (Bridge Key 10547) Deck Replacement in West Whiteland Township;
3) Ross Fording Road over Octoraro Creek (Bridge key 10518) Steel Truss Rehabilitation in West Fallowfield Township:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185	4,131											
CON	185		3,050										
CON	185			690									
CON	185				153								
		4,131	**3,050**	**690**	**153**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**8,024**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS over the Skippack Creek

Est Let Date: 10/17/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 0

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	450											
FD	581	112											
FD	STP		120										
FD	581		30										
ROW	NHPP					251							
ROW	185					63							
UTL	NHPP							266					
UTL	185							67					
CON	185								4,404				
		562	**150**	**0**	**0**	**314**	**0**	**333**	**4,404**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**712**		**Total FY2021-2024**		**5,051**		**Total FY2025-2028**		**0**	

Montgomery

MPMS# 92839 ***Ridge Pike/two RR Bridges***

LIMITS PA Turnpike to Carland Road — Est Let Date: 2/27/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township — FC: — AQ Code:S19

PLAN CENTER: Suburban Center — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: AECOM/C. Carmichael — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 1A, 9B

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

This project will replace and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between PA Turnpike and Carland Road. It also includes constructing a new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike. Both existing bridges over the railroad are structurally deficient. This is a companion project to MPMS #48175. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU			338									
CON	183			625									
CON	LOC			208									
CON	STU				3,338								
CON	183				625								
CON	LOC				208								
CON	STU					3,338							
CON	183					625							
CON	LOC					208							
		0	**0**	**1,171**	**4,171**	**4,171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**5,342**	**Total FY2021-2024**			**4,171**	**Total FY2025-2028**			**0**

MPMS# 96220 ***Lower Salford Signal Improvements*** **Return**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township — FC: 14 — AQ Code:2025M

PLAN CENTER: — DOI: — IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Minor SOV Capacity — CMP Subcorridor(s): 11A

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP: Y

Signal improvements along Lower Salford Township's two main corridors, Main Street (S.R. 0063) and Harleysville Pike (S.R. 0113), will be installed.

This project was awarded $731,000 CMAQ funds from DVRPC's 2011-2012 Competitive CMAQ Program on October 25, 2012.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 96238 ***Upper Merion Twp ADA Accessible Walkways and Crosswalks***

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP:

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

Funding will provide for the construction of about 3,780 feet of ADA accessible walkways and crosswalks with appropriate widths and setbacks along DeKalb Pk/US202 and Henderson Road that will link the SEPTA Bridgeport Train Station to King of Prussia and contribute to the township's pedestrian/bicycle network.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ			260									
		0	**0**	**260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**260**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 96787 ***Broad Street Grade Crossing***

Return

LIMITS Between Main Street and Front Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: MAL/M. LANG

CMP:

PennDOT Class: Rail Highway Grade Crossing

PennDOT Improvement: Rail Highway Grade Crossing

NHPP:

Installation of Warning Devices and High Type Surface

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	40											
		40	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**40**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 98037 ***Niantic Road over Perkiomen Creek*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Douglass Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Plans/S. Hasan CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	75											
FD	185		150										
ROW	185			75									
UTL	185			20									
CON	185						1,200						
		75	**150**	**95**	**0**	**0**	**1,200**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**320**	**Total FY2021-2024**			**1,200**	**Total FY2025-2028**			**0**

MPMS# 98225 ***Butler Pike over Prophecy Creek***

LIMITS over Prophecy Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Dublin Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD: 0

PROJECT MANAGER: TSS/S. New CMP: Not SOV Capacity Adding CMP Subcorridor(s): 14B

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

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183	32											
PE	LOC	8											
		40	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**40**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 102273 ***Second Collegeville Bridge Crossing***

LIMITS PA 29 to Ridge/Germantown Pike — Est Let Date: 4/11/2024

IMPROVEMENT Roadway New Capacity — MRPID:160

MUNICIPALITIES: Lower Providence Township; Collegeville Borough — FC: — AQ Code:2035M

PLAN CENTER: — DOI: DOI_Senate — IPD: 0

PROJECT MANAGER: L. Guarini — CMP: Minor SOV Capacity — CMP Subcorridor(s): 9A, 11A

PennDOT Class: New Bridge — PennDOT Improvement: New Bridge — NHPP:

Provide additional bridge over the Perkiomen Creek between Ridge Pike and Germantown Pike in Lower Providence to connect with PA 29 in Collegeville. Construct new connections and relocate intersections on both ends of the bridge. The new bridge and roadway improvements will improve operations and lessen congestion on the existing 1791 stone arch bridge, the second oldest in Pennsylvania.

TIP Program Years ($ 000)

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

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

LIMITS High Street, Roland Street and Jackson Street — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough — FC: — AQ Code:A2

PLAN CENTER: Town Center — DOI: No — IPD: 7

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU		860										
		0	**860**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**860**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Multiuse Trail connecting Madison Development with proposed Andale Green residential development. No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdale Borough FC: AQ Code:A2

PLAN CENTER: Town Center DOI: No IPD: 2

PROJECT MANAGER: EE/DVRPC/K. Lawrence CMP:

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU	635											
CON	TOLL												
CON	TAU		250										
		635	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**885**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103340 ***Virginia Drive Over Pine Run*** **New**

LIMITS Virginia Drive over Pine Run, Upper Dublin Township No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Dublin Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

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

PennDOT Class: PennDOT Improvement: NHPP:

The purpose of the project is to repair the Virginia Drive Bridge Over Pine Run.

This bridge is retroactive reimbursement to the locals as part of the Municipal Bridge Line Item - MPMS #102105.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	183		352										
UTL	LOC		88										
CON	183		503										
CON	LOC		126										
CON	183			3,577									
CON	LOC			894									
		0	**1,069**	**4,471**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,540**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Waverly Road over Tacony Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is structurally deficient and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	SSTP		350										
FD	SSTP			300									
ROW	SSTP				25								
UTL	SSTP				25								
CON	SSTP					1,300							
		0	**350**	**300**	**50**	**1,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**700**		**Total FY2021-2024**		**1,300**		**Total FY2025-2028**		**0**	

MPMS# 103466 ***Walnut St. Bridge Over West Branch of Neshaminy Creek*** **New**

LIMITS Walnut St. Bridge Over West Branch of Neshaminy Creek, Hatfield Township — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatfield Township — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: TSS/GANNETT/S. New — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The purpose of the project is to replace the Walnut St. Bridge Over West Branch of Neshaminy Creek.

This bridge is retroactive reimbursement to the locals as part of the Municipal Bridge Line Item - MPMS #102105.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183		163										
FD	LOC		41										
CON	183		328										
CON	LOC		82										
CON	183			543									
CON	LOC			136									
		0	**614**	**679**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,293**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Montgomery

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

LIMITS

Actl Let Date: 4/20/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

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

NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SRTSF	300											
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS N. Gulph Road to Allendale Road

Est Let Date: 8/24/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Subcenter

DOI: No

IPD: 2

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP:

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	431											
		431	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**431**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 104281 ***Elkins Park West Commercial District Streetscape***

LIMITS Church Road - Old York Road to Stahr, Elkins Park West Commercial District, Elkins Park, PA 19027 Est Let Date: 6/22/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Cheltenham Township FC: AQ Code:X12

PLAN CENTER: DOI: No IPD: 2

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

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAP	1,000											
CON	TOLL												
CON	TAU		430										
		1,000	**430**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,430**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

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

Est Let Date: 6/22/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:2020M

PLAN CENTER: Suburban Center

DOI: No

IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP:

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 104309 ***School Zoning Signalization***

LIMITS Walnut St. from West Ave. to Greenwood Ave. and West Ave. from Walnut St. to Florence Ave. Actl Let Date: 9/29/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Jenkintown Borough FC: AQ Code:S7

PLAN CENTER: DOI: No IPD:

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

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

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

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

This project is eligible for SRTS funds.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SRTSF	90											
		90	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**90**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104955 ***Troxel/Orvilla Road (SR 1004) Bridge Repair*** **Return**

LIMITS Bridge over the West branch of Neshaminy Creek No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatfield Township FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

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

Troxel/Orvilla Road over the West Branch of the Neshaminy Creek is a stone arch bridge that was closed on March 16, 2015. The proposed scope of work includes reconstruction of the spandrel walls and the wingwalls as needed, excavation and replacement of the arch backfill with lightweight concrete, and the reconstruction of the stone masonry parapets with reinforced concrete cores tied to a full-width moment slab. A moment slab is a type of support for a structure to assure the structure does not rotate. The approach and bridge roadway will be resurfaced and guiderail attachments replaced. The project also includes the installation of scour protection measures. The improvements will strengthen and restore the structure to a non-structurally deficient status.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 105077 ***Crawford Rd/Eaglesville Rd and Park Ave Realignment***

LIMITS Crawford Rd/Eaglesville Rd and Park Ave — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Providence Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/E. Reagle — CMP:

PennDOT Class: MultiModal — PennDOT Improvement: MultiModal — NHPP:

Funding is provided for the realignment of the Crawford Road and Eagleville Road approaches with Park Avenue including mainline widening and signalization to improve safety, mobility and efficiency for the motoring public in Lower Providence Township.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	411	542											
PE	LOC	232											
FD	411	431											
FD	LOC	185											
UTL	411	26											
UTL	LOC	11											
		1,427	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,427**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105134 ***First Ave Linear Park/Streetscape***

LIMITS First Ave in King of Prussia Business Park — Est Let Date: 6/21/2018

IMPROVEMENT Streetscape

MUNICIPALITIES: Upper Merion Township — FC: — AQ Code:A2

PLAN CENTER: Metropolitan Subcenter — DOI: No — IPD: 2

PROJECT MANAGER: HNTB/A. Kim — CMP:

PennDOT Class: MultiModal — PennDOT Improvement: MultiModal — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	e581	1,200											
		1,200	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,200**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105665 ***Abington Township Traffic Signal LED Upgrades*** **New**

LIMITS Critical traffic signal intersections in Abington Township, Montgomery County — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center; Town Center — DOI: No — IPD: 5

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	25											
CON	LOC	25											
		50	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**50**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105666 ***Ashbourne Road and New Second Street*** **New**

LIMITS The intersection of Ashbourne Road and New Second Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	18											
CON	LOC	19											
		37	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**37**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Limekiln Pike / Easton Road Corridor — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC:

PLAN CENTER: Town Center — DOI: No — AQ Code:NRS — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	7											
CON	LOC	7											
		14	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**14**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Greenwood Ave, Longfellow Ave & Rices Mill Rd with system at Greenwood Ave and Rt 309 — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC:

PLAN CENTER: — DOI: No — AQ Code:2020M — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project involves integration of the intersection at Greenwood Ave, Longfellow Ave and Rices Mill Rd with the In Sync traffic control module at Greenwood Avenue and Route 309/Ogontz Ave to improve traffic flow and safety at both intersections.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 105669 ***Intersection Upgrades at Arcadia University*** **New**

LIMITS Intersections of Limekiln Pike & Church Road and Limekiln Pike & Easton Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project involves the upgrade of two intersections to improve pedestrian and ADA accessibility. The improvements at Limekiln Pike and Church Road will address the need for blind pedestrian accommodations, improve ADA compliance of push buttons, and provide signs related to the number of pedestrian crossings at the intersection. The scope includes: additional Type B push button posts in each corner and associated conduit, accessible pedestrian signals, relocation of no turn on red signs and new pedestrian ahead signs for the intersection. At Limekiln Pike and Easton Road, improvements will involve upgrading the current Accessible Pedestrian System (APS) and providing Type B push button posts. These improvements, in conjunction with the work scoped in our grant application to improve the GPS time clocks in the Limekiln Pike/Easton Road corridor, will go a long way to improve pedestrian and vehicular circulation in the area.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	25											
CON	LOC	26											
		51	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**51**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105670 ***Shoppers Lane and Ogontz Avenue*** **New**

LIMITS Intersection Shoppers Ln with Ogontz Ave, approximately 1,000 ft north of Ogontz Ave & Cheltenham Av — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project involves the study, development and construction of safety improvements to the intersection of Shoppers Lane and Ogontz Avenue. Drivers making left turns from Shoppers Lane on to Ogontz Avenue, do so from a lane that permits drivers to make left turns or go straight into the shopping center across Ogontz Avenue. Through this grant, the Township seeks to study the intersection, develop an action plan and make improvements to the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	3											
FD	LOC	2											
CON	A-073	4											
CON	LOC	5											
		14	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**14**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105671 ***Germantown Pike Fiber ITS Extension*** **New**

LIMITS Germantown Pike from its current terminus at Potshop Rd to the signalized intersection at Trooper Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Norriton Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This proposal aims to improve safety of the existing transportation system and reduce traffic congestion along Germantown Pike and at its critical intersections by extending the existing fiber optic network along Germantown Pike from its current terminus at Potshop Road to the signalized intersection at Trooper Road in East Norriton Township. Signal equipment improvements will be isolated to the intersection of Germantown Pike and Trooper Road. The project completes the fiber optic backbone along Germantown Pike through the entirety of East Norriton Township from Arch Road to Trooper Road (15 intersections in total) and connects all of those signals to the Transportation Management Center in King of Prussia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	10											
FD	LOC	10											
CON	A-073	134											
CON	LOC	134											
		288	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**288**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105672 ***Route 113 Corridor*** **New**

LIMITS The Route 113 Corridor — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Franconia Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will involve a comprehensive upgrade to the traffic signals along the Route 113 Corridor including the intersections of Allentown Road (SR 1001), Godshall Road, Cowpath Road (SR 1011) and Schoolhouse Road (SR 1007). Traffic flow from the side streets emptying onto Route 113 would be greatly improved by installing a Wavetronix Radar Detection System to these signals, especially during peak hours.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	27											
CON	LOC	28											
		55	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**55**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105673 ***Byberry Road (SR 2009) & Warminster Road (SR 2040)*** **New**

LIMITS No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough FC:

PLAN CENTER: Town Center DOI: No AQ Code:R1 IPD: 3

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The project includes the upgrade of the existing signal equipment at the intersection and the re-striping of the northbound approach to a dedicated left and shared through-right lane configuration. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and does not comply with the Americans with Disabilities Act (ADA) design requirements.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	18											
FD	LOC	19											
CON	A-073	137											
CON	LOC	138											
		312	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**312**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105674 ***Jacksonville Road (SR 0332) & Montgomery Avenue*** **New**

LIMITS Intersection of Jacksonville Road and Montgomery Avenue in Hatboro No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough FC:

PLAN CENTER: Town Center DOI: No AQ Code:S6 IPD: 3

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The project includes the upgrade of the existing signal equipment at the intersection and the upgrade of the equipment associated with the adjacent railroad crossing, including the fiber optic signs mounted on the mastarms, the railroad pre-emption system and installation of pedestrian gates at the railroad crossing. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and is not compliant with the Americans with Disabilities Act (ADA) design requirements. Additionally, the Borough would like to install pedestrian gates at the adjacent at-grade railroad crossing for increased pedestrian safety. Extensive coordination with the adjacent railroad will be required for this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	74											
FD	LOC	74											
CON	A-073	541											
CON	LOC	541											
		1,230	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,230**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105675 ***Lansdale Traffic Signal Modernization*** **New**

LIMITS 10 intersections within Lansdale Borough — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lansdale Borough — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center; Town Center — DOI: No — IPD: 4

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The objectives of the Lansdale Traffic Signal Modernization Project are to replace incandescent signal indications with energy efficient LEDs, install audible pedestrian signals within the downtown business district, replace failing loop detectors with non-invasive video and radar detection, install emergency vehicle pre-emption at Main & Broad Streets, and provide a connection between Lansdale Borough's signal system and PennDOT's TMC.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	15											
PE	LOC	15											
FD	A-073	9											
FD	LOC	9											
CON	A-073	161											
CON	LOC	161											
		370	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**370**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105677 ***Traffic Signal Modernization*** **New**

LIMITS Bethlehem Pike and Dager Rd, Tennis Ave and Norristown Rd, Bethlehem Pike and Tennis Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Gwynedd Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project includes the upgrade of traffic signal equipment at three intersections within Lower Gwynedd Township. These intersections include Bethlehem Pike and Dager Road, which lies completely within Lower Gwynedd Township, Tennis Avenue and Norristown Road, which borders Lower Gwynedd Township and Upper Dublin Township, as well as Bethlehem Pike and Tennis Road, which lies on the border of Lower Gwynedd Township, Ambler Borough, and Upper Dublin Township. This upgrade will include new controllers, pedestrian equipment, including push buttons and signal heads with countdown timers, battery backups, and upgrading the LED signal heads at each intersections. Additionally, since ADA curb ramps are not currently provided at the intersection of Bethlehem Pike and Dager Road, provision of ADA curb ramps is also included for that intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	9											
FD	LOC	9											
CON	A-073	123											
CON	LOC	123											
		264	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**264**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105678 ***Lower Merion Township - Phase 1*** **New**

LIMITS Vicinity of Lancaster Avenue and E. Wynnewood Avenue. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Merion Township FC: AQ Code:2020M

PLAN CENTER: Suburban Center; Town Center DOI: No IPD: 4

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The Township desires to add three (3) adaptive signal installations to a system of three (3) adaptive signals, bringing the total system to six (6) intersections. The adaptive operation in this area is required to facilitate the safe and efficient flow of traffic through a constrained roadway network. Additionally, the township will upgrade failed vehicle detection at number of signalized intersections to video detection. This modification will restore actuated operation to these locations, yielding significant reduction in delay and queueing during peak and off-peak hours. The township will replace a large number of failed communication switches that were originally installed by a PennDOT signal interconnect project, which will restore communications between the PennDOT District 6-0 Regional Traffic Management Center (RTMC) and the Township's signal systems along Lancaster Avenue (SR 0030), Conshohocken State Road (SR 0023), and Montgomery Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	35											
FD	LOC	35											
CON	A-073	469											
CON	LOC	469											
		1,008	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,008**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105679 ***S.R.232 and S.R.2009 Emergency Preemption*** **New**

LIMITS Various locations, see description No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Moreland Township FC: AQ Code:S6

PLAN CENTER: DOI: No IPD: 4

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

In an effort to reduce emergency response times and enhance traffic safety, Lower Moreland Township would like to install emergency preemption devices at the following intersections: Huntingdon Pike and Welsh Road, Huntingdon Pike and Red Lion Road, Huntingdon Pike and Byberry Road, Byberry Road and Pine Road, Byberry Road and Buck Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	2											
FD	LOC	3											
CON	A-073	30											
CON	LOC	30											
		65	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**65**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105680 ***LED PROJECT AT SURREY LANE & EGYPT ROAD*** **New**

LIMITS EGYPT ROAD & SURREY LANE NEAR RT 422 ON AND OFF RAMPS. No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Providence Township FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD: 1

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will replace the traffics lights with LEDs.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	1											
CON	LOC	1											
		2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105681 ***Lower Salford Township Traffic Signal LED Upgrades*** **New**

LIMITS 5 intersection locations along S.R. 0063 (Main St) within the township No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township FC: AQ Code:NRS

PLAN CENTER: Rural Center DOI: No IPD: 1

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The proposed project will replace existing, aged LED bulbs at five of the eleven signalized intersections located along S.R. 0063 (Main St.) within Lower Salford Township. The five intersections selected as part of this project have not been upgraded in some time and have some of the oldest traffic signal equipment in the Township. The LED traffic signals installed at these intersections are all over 10 years of age. The age of these lenses have exceeded their standard life expectancy and are overdue for replacement. Studies indicate that LED lenses have an increased probability of failure and are subject to a degradation in intensity over time, sometimes falling below the ITE thresholds.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	1											
FD	LOC	1											
CON	A-073	8											
CON	LOC	9											
		19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**19**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105682 ***Lower Salford Township Traffic Signal Maintenance*** **New**

LIMITS S.R. 0063 (Main St/Sumneytown Pike), S.R. 0113 (Harleysville Pike), and S.R. 1058 (Wambold Road) No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Salford Township FC: AQ Code:NRS

PLAN CENTER: Rural Center DOI: No IPD: 1

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project includes the annual maintenance of the traffic signals within Lower Salford Township located along S.R. 0063 (Main St/Sumneytown Pike), S.R. 0113 (Harleysville Pike), and S.R. 1058 (Wambold Road). The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Lower Salford Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	8											
CON	LOC	8											
		16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105683 ***New Hanover Township - LED Upgrades*** **New**

LIMITS North Charlotte Street (S.R. 0633) and Swamp Pike No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: New Hanover Township FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD: 0

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project proposes to upgrade the existing incandescent lenses to LED lenses at the intersection of North Charlotte Street (S.R. 0633) and Swamp Pike. The signalized intersection of North Charlotte Street and Swamp pike is currently utilizing a majority of incandescent traffic signal lenses. Incandescent bulbs draw significantly more power and have a shorter life expectancy than LED lenses. The Township is proposing to replace the existing incandescent lenses with LED lenses.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 105684 ***New Hanover Township Signal Maintenance*** **New**

LIMITS Various intersection, see description — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: New Hanover Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Signal maintenance activities associated with four signals located along designated corridors in New Hanover Township. The routine maintenance activities will provide for continued functionality and compliance with the current signal permits.

The project is located in New Hanover Twp and includes the following intersections located along designated corridors: N Charlotte St/Swamp Pike, Layfield Rd/Hoffmansville Road,Big Road/New Hanover Square Road, and N Charlotte Street/Buchert Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	3											
CON	LOC	4											
		7	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**7**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105685 ***Royersford Borough Traffic Signal Modernization*** **New**

LIMITS Intersection of Main Street & 4th Street Intersection of Main Street & 5th Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Royersford Borough — FC: — AQ Code:NRS

PLAN CENTER: Town Center — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The Borough desires to modernize two (2) antiquated signalized intersections to meet current standards along Main Street, which carries an ADT of approximately 13,000-15,000 vehicles. Work will include new mastarms, overhead signal heads, pedestrian signal heads with APS, and video vehicular detection. The project locations are currently utilizing antiquated signal equipment and structures, and are operating in a fixed-time mode, which results in unnecessary delay to pedestrian and vehicle traffic. The proposed project will upgrade both the physical equipment, and improve the safety and efficiency of the operation by implementing new traffic signal structures (mastarms), LED signal heads, hand/man pedestrian signal heads with countdown timers, and video detection to facilitate actuated operation.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	16											
FD	LOC	16											
CON	A-073	217											
CON	LOC	217											
		466	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**466**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105686 ***Allentown Road and Fretz Road/Derstine Road*** **New**

LIMITS The Allentown Road (SR 1001) and Fretz Road/Derstine Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Towamencin Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project consist of modernization of the exiting traffic signal equipment by replacing the existing pole mounted traffic controller assembly with a new base mount traffic signal controller assembly, with uninterruptable power supply and emergency backup generator plug. Replace the existing vehicle loop detectors with video detectors and dilemma zone detection. Optimize the traffic signal operation timing, phasing and time of day operation. The Allentown Road (SR 1001) and Fretz Road/Derstine Road traffic signal is one of the oldest installations in Towamencin Township. It was installed in 1992 and has not seen any major upgrades. This signal has experienced loop detection failures that require the signal to cycle to the side streets even if there are no vehicles present, causes traffic back-ups and congestion on the Allentown Road. The loop detector failures not only impact the operation of the traffic signal and traffic flow but also add to the township's annual maintenance expenses. This intersection also has no back-up power source or ability to run an emergency back-up generator, which leaves the signal inoperable during power outages posing a hazard to motorists traveling through the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	3											
PE	LOC	4											
CON	A-073	49											
CON	LOC	48											
		104	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**104**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105687 ***Limekiln Pike and Dillon Road\Meetinghouse Road*** **New**

LIMITS Intersection of Limekiln Pike and Dillon Road\Meetinghouse Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project proposes to install video detection, radar dilemma zone detection, base mounted controller cabinet with UPS, and LED Signal replacement. The intersection currently has inductive loops which require replacement and the LED signal indications are currently near the end of their life cycle.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	4											
FD	LOC	3											
CON	A-073	49											
CON	LOC	49											
		105	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**105**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105688 ***Pennsylvania Avenue Adaptive Signal Control System*** **New**

LIMITS PA Turnpike to Bethlehem Pike, including intersections along the Lafayette Connector Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitemarsh Township; Upper Dublin Township — FC:

PLAN CENTER: Suburban Center — DOI: No — AQ Code:2020M — IPD: 2

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project includes the installation of an Adaptive Signal Control Technology for six intersections within Upper Dublin and Whitemarsh Townships. The existing interconnected signal system experiences fluctuations in traffic due to the proximity of the PA Turnpike, Regional Rail Station and Fort Washington Office\Industrial Park.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
FD	A-073	12											
FD	LOC	12											
CON	A-073	299											
CON	LOC	300											
		643	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**643**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105689 ***Susquehanna Road Traffic Signal Upgrades*** **New**

LIMITS Susquehanna Road (S.R. 2017) between Camp Hill Road and Butler Pike — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township — FC:

PLAN CENTER: — DOI: No — AQ Code:NRS — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project proposes to replace existing inductance loops with video detection, replace LED signal indications, and install countdown pedestrian signal heads at five intersections along Susquehanna Road. These intersections currently have inductance which require replacement due to the heavy traffic along the roadways. Also, the existing signal heads have LED's which are approaching or have passed their anticipated life cycle and there are 8" signal heads for pedestrians. There are also left turn movements that meet or are close to meeting warrants for left turn advance phases.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	6											
FD	LOC	6											
CON	A-073	84											
CON	LOC	84											
		180	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**180**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105690 ***Video Detection Upgrades - (Upper Moreland Twp)*** **New**

LIMITS Easton Road and Blair Mill Road, Easton Road and Fitzwatertown Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Moreland Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center — DOI: No — IPD: 3

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project proposes to replace the existing inductance loops with video detection at two major intersections in the township. The intersections currently have inductance loops which require constant replacement due to heavy truck traffic.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	3											
FD	LOC	2											
CON	A-073	33											
CON	LOC	32											
		70	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**70**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105691 ***LED Signal Upgrade - (Upper Providence Twp)*** **New**

LIMITS All signalized intersections along state hwys w/in Upper Providence that have not been upgraded — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Providence Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project includes the upgrade of LED signal heads along all of the intersections along state highways within Upper Providence Township, with the exception of some intersections along Egypt Road, which have recently been upgraded as part of a development project. Upper Providence Township installed LED signal heads throughout the Township over several years, with the final installation occurring more than five years ago. These were first generation LED signals and some of the individual pixels within several of the signal heads are no longer working properly, which reduces the visibility of the overall signal head. The overall life expectancy of these first-generation signals is five to seven years old, which indicates that the currently installed LED heads are approaching the end of their useful life. It is time to upgrade the previously installed LED signals. The Township would like to upgrade the LED heads throughout the Township to improve their visibility.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	3											
FD	LOC	3											
CON	A-073	43											
CON	LOC	43											
		92	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**92**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105692 ***Intersection Improvements SR 3014 & SR 3003*** **New**

LIMITS The intersection of Joshua Rd (SR3014) and Stenton Avenue (SR3003) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitemarsh Township — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Intersection will be widened to provide separate left turn lanes on all four approaches with complete replacement, modernization, and upgrade of all traffic signal hardware and equipment. Whitemarsh Township is proposing the improvements in accordance with a Settlement Agreement between Highway Materials Inc. and Whitemarsh Township et al in MCCCP Docket No. 09-41816, related to the "Creekside Commons" Development on Stenton Avenue. The proposed improvements are in accordance with a PennDOT approved Traffic Impact Study for the "Creekside Commons" Development.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	594											
CON	LOC	593											
		1,187	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,187**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105693 ***LED Conversion for Five Intersections - (Whitpain Twp)*** **New**

LIMITS At various intersections, see description — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitpain Township — FC: — AQ Code:NRS

PLAN CENTER: Suburban Center — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Whitpain Township would like to convert all existing incandescent traffic signal bulbs to LED bulbs at five (5) intersections within the Township. The intersections combined contain a total of 134 lamps (43 signal heads). The signal heads currently use incandescent bulbs.

The intersections for the desired improvements are located at Morris Road & School Road, Morris Road & Tournament Drive, Skippack Pike & Union Meeting Road, Skippack Pike & Walton Road, and Butler Pike & Norristown Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	A-073	1											
FD	LOC	1											
CON	A-073	13											
CON	LOC	14											
		29	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**29**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 105694 ***Traffic Signal Maintenance - (Worcester Twp)*** **New**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Worcester Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project includes the annual maintenance of the traffic signals located along the state highways within Worcester Township. The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Worcester Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	5											
CON	LOC	5											
		10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**10**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105803 ***PA 309 Connector: Souderton Pike to PA 309 (HT3)*** **New-B**

LIMITS Souderton Pike to PA 309 — No Let Date

IMPROVEMENT Roadway New Capacity — MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township — FC: — AQ Code:2035M

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: TSS/P. Berthold — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Rd between Souderton Pike and County Line Road and improve the connection to PA 309. This is a breakout of Phase 2.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU										3,461		
FD	TOLL												
ROW	STU												23,497
ROW	581												5,874
UTL	581												2,937
CON	STU												3,013
CON	NHPP												12,159
CON	581												4,993
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,461**	**0**	**52,473**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**55,934**

Montgomery

MPMS# 106068 ***Barbadoes Street Connector Road*** **New-B**

LIMITS Between Lafayette Street and Washington Street — Est Let Date: 4/20/2018

IMPROVEMENT

MUNICIPALITIES: Norristown Borough — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/J. Brown — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	5,365											
CON	581	1,341											
		6,706	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**6,706**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Between Penn St and Maple Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Hatfield Borough — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: MAL/ M. Lang — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Installation of railroad warning devices.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX				208								
		0	**0**	**0**	**208**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**208**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 107126 ***US 202-610 TSM Improvements*** **New-B**

LIMITS Township Line Rd and Arch Rd, Township Line Rd and North Wales Rd — Est Let Date: 11/2/2017

IMPROVEMENT Roadway New Capacity — MRPID:56

MUNICIPALITIES: Plymouth Township; Worcester Township; Whitpain Township; East N — FC: — AQ Code:R2

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: TSS/M. Fausto — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP: N

Intersection improvements at two intersections as follows:
1)Township Line Rd. (SR 3001) and Arch Rd. (T-367): proposed work includes widening of the western approach of Township Line Rd. to provide a dedicated right turn lane, widening of Arch Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

2)Township Line Rd. (SR 3001) and North Wales Rd. (T-377): proposed work includes widening of Township Line Rd. to provide left turn lanes on both approaches, install new signals and ADA compliant pedestrian facilities, new pavement markings, update signing and drainage within the project limits.

This project is a construction breakout from MPMS# 50364 (Section 610). Pre-construction phases were advanced under MPMS# 50364 for FD phase, and MPMS 63490(Section 61N) for ROW and UTL phases.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	2,400											
CON	581	600											
CON	STU		1,299										
CON	581		403										
		3,000	**1,702**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,702**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107179 ***Fort Washington Office Park, Cross County Trail Final Segment (TAP)*** **New**

LIMITS Western Access Drive of 1100 Virginia Drive to Susquehanna Road — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Dublin Township — FC: — AQ Code:A2

PLAN CENTER: Suburban Center — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will construct the final 0.65 mile missing segment of the Cross County Trail along the north side of Virginia Drive as a Bicycle/Pedestrian facility with a 10' to 12' wide asphalt surface from the Western Access Drive of 1100 Virginia Drive to Susquehanna Road. Three signalized intersections will be modified to include new ADA ramps for the trail crossings and updated pedestrian signal equipment.

Project was awarded $750,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU			750									
		0	**0**	**750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**750**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS US 202 Parkway Trail with the Township Building and Community and Recreation Center — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Montgomery Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 1

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Phase 1 of the Powerline Trail is a 10 foot multi-use trail connecting an existing and heavily used US 202 Parkway Trail with the Township Building as well as the Township's newly constructed Community and Recreation Center. This trail is a Primary Trail in "The Circuit." This will not only connect one of the region's spine trail corridors with the community center, it will also improve safety at several major road crossings for trail users. Important destinations exist along the proposed route including the Montgomery Township Municipal Building and the Montgomery Township Police Department. It will provide a first class multi-use trail to a large concentration of Montgomery Township's population connecting the new Township's Community & Recreation Center as well as the US 202 Parkway Trail.

Project was awarded $850,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU			850									
		0	**0**	**850**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**850**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107455 ***Abington Township - 2015 ARLE (ARLE 6)*** **New**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD: 2

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The Township has identified this intersection in the past for an upgrade to improve the traffic signal equipment while addressing the pedestrian accommodations and has developed a conceptual improvement plan (attached). The improvement plan consists of the following:
* Installation of a channelization island on the NW corner of the intersection.
* Installation of a Bump-out on the SE corner of the intersection
* Installation of pavement markings within the intersection to guide motorists along Mt. Carmel Avenue.
* Installation of pedestrian crossings and ADA compliant curb ramps
* Installation of new traffic equipment, including video detection and overhead street name signs.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	264											
		264	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**264**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 107456 ***Cheltenham Township - 2015 ARLE (ARLE 6)*** **New**

LIMITS Intersection of Glenside Avenue and Rices Mill Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Cheltenham Township — FC:

PLAN CENTER: Town Center — DOI: No — AQ Code:S6 — IPD: 1

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Cheltenham Township is applying for an ARLE grant in the amount of $83,597 for a $98,350 project to make pedestrian improvements at the intersection of Glenside Avenue and Rices Mill Road. The project will include design and installation of the improvements, to include the upgrade of ADA ramps, installation of crosswalks, and installation of pedestrian signals.

Cheltenham Township is pursuing the project at the request of local residents who desire a safe way to cross the intersection to access the recreational, commercial and other neighborhood attractions in the immediate area. Due to the geometry of the intersection and lack of pedestrian facilities, crossing this intersection on foot is not safe. The Township completed a study of this intersection through the Local Safe Roads Communities Program, which confirmed that this intersection does have safety issues when it comes to pedestrian accessibility, and recommends improvements to the pedestrian facilities at this intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	84											
		84	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**84**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107457 ***Limerick Township - 2015 ARLE (ARLE 6)*** **New**

LIMITS Lewis Road (SR 4013) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Limerick Township — FC:

PLAN CENTER: — DOI: No — AQ Code:NRS — IPD: 0

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The scope of the project includes the development of new timing plans, consistent with peak school arrival and dismissal times as well as peak commuter time period. Additionally, incorporate this traffic signal into the existing nearby traffic signal system to provide a better coordinated flow of traffic between the intersections.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	16											
		16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 107633 ***Plymouth Township CNG*** **New**

LIMITS Plymouth Township — No Let Date

IMPROVEMENT

MUNICIPALITIES: Plymouth Township — FC:

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/J.Banks — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Purchase 4 CNG vehicles (2 trash trucks, 2 snow plows). Vehicles will refuel at the PECO station in Plymouth Township.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ	516											
		516	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**516**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107640 ***Route 463 Traffic Signal System Project*** **New**

LIMITS PA 463 in Hatfield Township from Clemens Road to Forty Foot Road to Cowpath Road and Line Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatfield Township — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install an automated signal system at 11 intersections on PA Route 463 in Hatfield Township from Clemens Road to Forty Foot Road to Cowpath Road and Line Street. The system will connect with PennDOT TMS at PA 63.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		149										
CON	TOLL												
CON	CAQ			767									
		0	**149**	**767**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**916**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 107644 ***Fayette Street Signal Interconnection Project, Phase 2*** **New**

LIMITS Elm Street to 11th Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Conshohocken Borough — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Phase 2 of the Fayette Street Traffic Signal Interconnection Project includes replacement of the complete traffic signal systems at the intersections of Fayette Street with 3rd Avenue, 9th Avenue, and 11th Avenue, as well as the installation of adaptive traffic signal systems at the intersections of Fayette Street and Elm Street,
Fayette Street and First Avenue, Elm Street and Harry Street, and Elm Street and Oak Street.

Phase 1 of this effort (MPMS #96218) interconnected the existing traffic signals along Fayette Street with aerial fiber-optic cable and established communication with the PennDOT District 6-0 Regional Traffic Management Center (RTMC).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		800										
		0	**800**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**800**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107697 ***Balligomingo Road Restoration*** **New**

LIMITS Portland Rd and the I-76 overpass — Est Let Date: 1/11/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Conshohocken Borough — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

In June of 2015, heavy rains resulted in failure of the slope adjacent to Balligomingo Road (SR 3037) between Portland Road and the I-476 overpass. This resulted in the closure of Balligomingo Road to through traffic as debris and mud washed onto the roadway. Due to concerns over the stability of the slope, the road remains closed. This project will stabilize the slope adjacent to the roadway and will allow the roadway to be reopened. The CON phase will include development of the final design and construction of a retaining wall, slope stabilization measures, and drainage improvements.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU	200											
PE	581	50											
PE	STU		125										
PE	581		31										
CON	TOLL												
CON	STU	1,925											
		2,175	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,331**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 107824 ***Bethayres Streetscape Plan (MTF)*** **New**

LIMITS Huntingdon Pike — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Lower Moreland Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The streetscape plan will support walkability along Huntingdon Pike, promote economic revitalization, provide children access to safer routes to school, increase connectivity to public transportation hubs and access to neighboring communities.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	411	30											
FD	LOC	46											
CON	411	179											
CON	LOC	78											
		333	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**333**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107825 ***Old York-Susquehanna Rd Intersection (MTF)*** **New**

LIMITS Old York Rd (PA 611) and Susquehanna Rd — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Abington Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The scope of this project includes improvements to the intersection of Old York Road (PA 611) and Susquehanna Roads, including realigning the intersection, increasing the turning radii, adding a turning lane, upgrading traffic signals, and improving access to businesses on the northwestern corner of the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	411	588											
		588	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**588**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Abington Township — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Abington Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		450										
		0	**450**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**450**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Limerick Township — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Limerick Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP			970									
		0	**0**	**970**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**970**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

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

LIMITS Harrison Ave. to New Second Street — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Cheltenham Township — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		700										
		0	**700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**700**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 108512 ***Local Modeling of Proposed New PA Turnpike Interchanges, Phase 1*** **New**

LIMITS No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Various FC:

PLAN CENTER: DOI: No AQ Code:X1

IPD:

PROJECT MANAGER: Jim Mosca CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Montgomery County is seeking to promote reinvigorated business centers along the Pennsylvania Turnpike corridor via expanded access to the highway. In 2015, Montgomery County Planning Commission staff completed its Turnpike Corridor Reinvestment Project. The study's vision included providing seven new or modernized interchanges. All are identified in the current DVRPC Long-Range Plan for the Year 2040. New interchanges—proposed at Henderson Road, in Upper Merion Township, and at Welsh Road (PA 63), in Upper Dublin and Upper Moreland Townships—are not funded in the current Plan.

New activity in the business parks is likely to generate additional traffic volumes. New traffic on the Turnpike will add revenue. Expanded accessibility to the regional highway will reduce traffic at existing toll plazas, but introduce it on busy arterials where new toll plazas are proposed.

DVRPC supported the Reinvestment Project by producing Year 2040 daily travel demand forecasts for its conceptual engineering / interchange design content. The proposed project will evaluate peak hour traffic conditions in the vicinity of the new interchanges to: inform the public and municipal decision makers of the likely impacts, identify localized transportation improvements to ameliorate identified problems, and build support with the funding agencies.

The project is being undertaken as a two year effort. Year one (FY'18) will be devoted to data collection and regional travel demand forecast modeling (VISUM) surrounding both interchanges. Current, 2045 No-Build, and 2045 Build conditions will be modeled. Year two (FY'19) will include traffic operational modeling (VISSIM) of each scenario to assess peak hour traffic conditions and needs. Public workshops or open houses will be held in each phase for each interchange study area.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	STU	240											
PRA	LOC												
PRA	TOLL												
PRA	STU		250										
		240	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**490**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109447 ***Fitzwatertown Road and Woodland Road/North Hills Avenue Signal Upgrade*** **New**

LIMITS Intersection of Fitzwatertown Rd (SR 2038) & Woodland Rd/North Hills Ave No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township FC:

PLAN CENTER: DOI: No AQ Code:S7

IPD:

PROJECT MANAGER: Daniel Farley CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will modernize the intersection's signal equipment, including updated detection, pedestrian push buttons and ADA curb ramps.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	298											
		298	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**298**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109448 ***Germantown Pike Adaptive Traffic Signal Control*** **New**

LIMITS 15 intersections from the Brentwood Executive Campus to Trooper Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Norriton Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install adaptive signal control technology at 15 intersections located on Germantown Pike from the Brentwood Executive Campus to Trooper Road in East Norriton Township, providing real-time signal timing adjustments to a congested corridor to improve traffic flow.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	330											
		330	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**330**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109449 ***East Norriton Township Video Detection Project*** **New**

LIMITS 9 intersections (23 approaches) in East Norriton Township — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Norriton Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will replace existing failing inductive loop sensors with video detection at 9 intersections (23 approaches).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	108											
		108	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**108**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109450 ***Jacksonville Road (SR 0332) and Montgomery Avenue Traffic Signal Upgrade*** **New**

LIMITS Intersection of Jacksonville Road and Montgomery Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Hatboro Borough — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the existing signal equipment at the intersection and equipment associated with the adjacent railroad crossing, including the LED signs mounted on the mastarms at the intersection, the railroad pre-emption system, and installation of pedestrian gates at the railroad crossing. An uninterrupted power supply will also be installed.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	1,331											
		1,331	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,331**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109451 ***Jenkintown Borough Green Light Go 2016 (MPMS #109451)*** **New**

LIMITS 8 Intersections in Jenkintown Borough — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Jenkintown Borough — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will update signals that have not yet been upgraded to LED's. Uninterruptible power supplies and generators to keep traffic signals operational during power outages are also proposed.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	90											
		90	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**90**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109452 ***Spring Mount Road Traffic Light*** **New**

LIMITS Route 29 and Spring Mount Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Frederick Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will to replace incandescent bulbs with LED signal modules on the traffic light at PA 29 and Spring Mount Road and the school zone sign on Spring Mount Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	1											
		1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109453 ***Byberry Road and Pine Road Traffic Signal Modification*** **New**

LIMITS Intersection of Byberry Road and Pine Road — No Let Date

IMPROVEMENT

MUNICIPALITIES: Lower Moreland Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade traffic signals and equipment at the intersection of Byberry Road and Pine Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	148											
		148	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**148**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109454 ***Welsh Road (PA 63) Corridor Fiber Optic and Signal Upgrade Project*** **New**

LIMITS Welsh Road (PA 63) and West Moreland Road between PA 309 and PA 611 — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Dublin Township; Abington Township; Horsham Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will install fiber optic cable, ethernet switches, and software integration along Welsh Road (PA 63) and West Moreland Road between PA 309 and PA 611, and connect up to 25 traffic signals to this regional fiber backbone. This is a joint project involving Upper Dublin Township as the lead, along with Horsham Township and Abington Township. These three municipalities have committed to providing $550,000 as a local match.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	2,200											
		2,200	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,200**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109455 ***Upper Merion Township LED Replacement Project*** **New**

LIMITS Dekalb Pike, Gulph Road, Henderson Road, Valley Forge Road, and Swedesford Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Merion Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will replace existing LED signals at 24 signalized intersections on Dekalb Pike, Gulph Road, Henderson Road, Valley Forge Road, and Swedesford Road. The existing equipment has reached the end of its suggested life cycle.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	108											
		108	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**108**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109456 ***PA 100 Signal Preemption*** **New**

LIMITS Pottstown Pike and North State St. Pottstown Pike and Moyer Rd — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Pottsgrove Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will provide signal preemption for emergency services at two signals along PA 100 which do not currently have them. The intersections are PA 100/State Street and PA 100/Moyer Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	21											
		21	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**21**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109457 ***Egypt Road Adaptive Signal Control*** **New**

LIMITS Egypt Road corridor, from Brower Avenue to Cider Mill Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Providence Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signals to adaptive signal control along the Egypt Road corridor, from Brower Avenue to Cider Mill Road in Upper Providence Township. This includes a total of six signalized intersections, including the two signalized intersections at the Route 422 interchange with Egypt Road. A new controller cabinet and a fiber optic cable connection to the PennDOT central server via a connection to the Route 422 trunk line will be included.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	239											
		239	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**239**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109458 ***Skippack Pike and Pennlyn-Blue Bell Pike Signal Upgrades*** **New**

LIMITS Intersection of Skippack Pike and Pennlyn-Blue Bell Pike — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitpain Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve the signalized intersection of Skippack Pike (PA 73) and Pennlyn-Blue Bell Pike, including video detection and battery back-up, among other upgrades.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	80											
		80	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**80**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109459 ***Germantown Pike Traffic Signal Interconnect*** **New**

LIMITS Between intersections of Trooper Road and Valley Forge Road\Park Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Worcester Township — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will extend fiber optic cable along Germantown Pike from the intersection of Trooper Road to Valley Forge Road/Park Road. The intersection of Germantown Pike and Valley Forge Road/Park Road will be upgraded for fiber optic communication and connected to the PennDOT Traffic Management Center in King of Prussia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	80											
		80	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**80**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 109460 ***Worcester Township Traffic Signal Upgrades*** **New**

LIMITS Intersections of Valley Forge Rd & Skippack Pike and Valley Forge Rd & Township Line Rd/ Stump Hall — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Worcester Township — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade traffic signals at the intersections of Valley Forge Road (PA 363) and Skippack Pike (PA 73), and Valley Forge Road and Township Line Road/Stump Hall Road, including video detection and battery backup, among other upgrades.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	142											
		142	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**142**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109844 ***Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go)*** **New**

LIMITS — No Let Date

IMPROVEMENT

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

The consultant will provide for the necessary arterial traffic signals/ITS design elements to supplement the I-76 Integrated Corridor Management Project. This project will develop all of the necessary design and construction documentation needed to modernize the traffic signal systems and ITS devices in Montgomery County based on the I-76 Traffic Signal Management Plan. Memorandum of Understanding (MOU) Agreement, concept of operations and system engineering report completed under different agreements. The targeted corridors include: Ridge Pike, Route 23, Swedeland Road, Route 320, U.S. 202/DeKalb Pike, South Gulph Road, Henderson Road, Fayette Street.

This agreement includes but is not limited to data collection, traffic analysis, preliminary engineering, environmental clearances, final design, plan development, PS&E requirements, right-of-way acquisition services and consultation during construction. Also as indicated under services, coordination and collaboration is required with the following other agreements:

•E03582 - Green Light-Go Technical Support - Southeastern Region
•E03803 -76 Integrated Corridor Management Project
•E03919 - Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreement (Philadelphia County)
•E03920 - District 6 Transportation Systems Management and Operations (TSMO) Support Contract
•Other ECMS, Highway Occupancy Permit (HOP) or Municipal Projects identified by the Department
The consultant will manage the consultant project team with routine project status meetings to identify the next steps of the project. It is anticipated that this agreement will work concurrently with the agreements identified above.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073		1,500										
		0	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 110929 ***Abington Township Traffic Signal Upgrade (ARLE 7)*** **New**

LIMITS Susquehanna Road and Edge Hill Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Abington Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14E

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal at the intersection of Susquehanna Road and Edge Hill Road by installing new traffic signal structures, signal and pedestrian indications, and upgrading the vehicle detection system.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		179										
		0	**179**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**179**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110930 ***Towamencin Township Pedestrian Safety Improvements (ARLE 7)*** **New**

LIMITS Township-wide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Towamencin Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve pedestrian safety throughout the township by upgrading 13 traffic signals by updating pedestrian signals and push buttons. The project also includes installation of emergency pre-emption at one intersection and removal of a traffic signal.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		84										
		0	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**84**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 110931 ***West Norriton Township Traffic Signal Upgrade (ARLE 7)*** **New**

LIMITS Whitehall Road and Sterigere Street — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Norriton Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 8E, 9B

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal at the intersection of Route 3006 (Whitehall Road) and Sterigere Street by installing new ADA curb ramps, pedestrian signal modules, battery back-up system, and emergency preemption system; updating the controller cabinet; and upgrading the vehicle detection system.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		196										
		0	**196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**196**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110932 ***West Norriton Township Intersection and Signal Upgrade (ARLE 7)*** **New**

LIMITS Whitehall Road and Marshall Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Norriton Township — FC: — AQ Code:R2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Minor SOV Capacity — CMP Subcorridor(s): 8E, 9B

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signal and improve the geometric layout of the intersection of Route 3006 (Whitehall Road) and Route 3019 (Marshall Street), including installing a new traffic signal and increasing the radii on the corners of the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		417										
		0	**417**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**417**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 110933 ***Whitpain Township Traffic Signal Upgrades (ARLE 7)*** **New**

LIMITS Norristown Road and Stenton Avenue/Narcissa Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Whitpain Township — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 2B

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will upgrade the traffic signals at the intersection of Route 3001 (Norristown Road) and Route 3003 (Stenton Avenue)/Narcissa Road by improving pedestrian facilities, adding battery back-up, and upgrading vehicle detection systems.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		132										
		0	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**132**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018) — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Salford Township — FC: — AQ Code:X5

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		320										
		0	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**320**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Montgomery	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$153,337	$88,675	$119,628	$88,471	$450,111	$313,775	$279,026

Philadelphia

MPMS# 17407 ***Erie Ave o/ Conrail (Bridge)***

LIMITS Between North Third Street and North Lawrence Street — Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:NRS

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: TSS/H. Freed — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Removal — PennDOT Improvement: Bridge Removal — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		80										
FD	185			269									
ROW	185				1,150								
UTL	STP					61							
UTL	185					16							
CON	STP						3,640						
CON	185						910						
		0	**80**	**269**	**1,150**	**77**	**4,550**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,499**		**Total FY2021-2024**		**4,627**		**Total FY2025-2028**		**0**	

MPMS# 17409 ***Coulter St/SEPTA *B2*** **New**

LIMITS — Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: Yes — IPD: 5

PROJECT MANAGER: Gannett/S. New — CMP:

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

This project involves the rehabilitation or replacement of the Coulter Street (S.R. 4011) bridge over SEPTA, in the City of Philadelphia, Philadelphia County, Pennsylvania. This roadway is a vital local connector for the surrounding communities and is also on SEPTA's Bus Route K. The existing structure is a steel riveted thru girder superstructure founded on masonry abutments. The deck and superstructure of the bridge have been rated to be in poor condition with the substructure rated to be in fair condition. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	642											
PE	581			70									
FD	581			737									
ROW	581			153									
UTL	581			737									
CON	581					3,582							
		642	**0**	**1,697**	**0**	**3,582**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,339**		**Total FY2021-2024**		**3,582**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 17460 ***40th Street Bridge Over Amtrak/SEPTA SR:7301*** **Return**

LIMITS Over Amtrak/SEPTA — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia — FC: — AQ Code:S19

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: TSS/GANNETT — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7A

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

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides. The bicycle and pedestrian checklists will be incorporated into the project.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU		36										
FD	183		7										
FD	LOC		2										
UTL	STU		712										
UTL	183		134										
UTL	LOC		44										
CON	STP												
		0	**935**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**935**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 17511 ***City Ave o/ SEPTA (Bridge)***

LIMITS over SEPTA Cynwyd Line — Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township; Philadelphia City — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: TSS/S. Hasan — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5F, 7A

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	546											
FD	185		255										
ROW	185		55										
UTL	NHPP		44										
UTL	185		11										
CON	NHPP					4,514							
CON	185					1,128							
		546	**365**	**0**	**0**	**5,642**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**911**	**Total FY2021-2024**			**5,642**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 17521 ***Pine Road Bridge over SEPTA (Act 13)*** **New**

LIMITS Pine Road Bridge over SEPTA — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The Pine Road Bridge over SEPTA's (abandoned) Newtown Branch, north of Rhawn Street in Fox Chase (City Bridge No. 194), is designated as Structurally Deficient (SD) with a weight restriction for 20 tons and a sufficiency rating of 62, and requires a full superstructure replacement.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13		240										
FD	ACT13				160								
CON	ACT13						2,000						
		0	**240**	**0**	**160**	**0**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**400**	**Total FY2021-2024**			**2,000**	**Total FY2025-2028**			**0**

MPMS# 17657 ***Market Street Signal and Pedestrian Improvements SR:3010*** **Return**

LIMITS 46th Street to 63rd Street — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Philadelphia — FC: — AQ Code:R2

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: TWB/VLF — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 10A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ		1,839										
CON	LOC		460										
		0	**2,299**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,299**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Woodland Avenue to Bartram Avenue — Est Let Date: 3/1/2018

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:NRS

PLAN CENTER: Metropolitan Subcenter — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: TWB/V. Fleysh — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4C, 6B

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

Upgrade the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	CAQ	1,290											
FD	LOC	323											
CON	CAQ			9,121									
CON	LOC			2,280									
		1,613	**0**	**11,401**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**13,014**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 17782 ***I-95 & Aramingo Ave., Adams Ave. Connector SR:1007***

LIMITS Betsy Ross Bridge to Torresdale Ave. — Actl Let Date: 11/10/2016

IMPROVEMENT Intersection/Interchange Improvements — MRPID:68

MUNICIPALITIES: Near Northeast Philadelphia — FC: 16 — AQ Code:2020M

PLAN CENTER: — DOI: DOI_DOI — IPD: 6

PROJECT MANAGER: EE/E. Elbich — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction — PennDOT Improvement: Highway Reconstruction — NHPP:

This project will extend Adams Avenue (SR 1026), which is located east of Tacony St. and south of Torresdale Avenue, to Aramingo Avenue and ramps constructed as part of the I-95, Delaware Expressway at Betsy Ross Bridge Interchange project. The extension will provide a connection between Torresdale Avenue and Aramingo Avenue and I-95 at the Betsy Ross Interchange. It will be a new roadway that is one lane per direction, but it will widen out towards the Betsy Ross Interchange to accommodate additional turn lanes, etc. There will be traffic signals at Torresdale Avenue and Aramingo Avenue. Adams Avenue will pass under the AMTRAK bridge, but no bridge work is anticipated. The exact limit at the interchange will be determined by the Section BRI/BSR projects and how they complete the interchange. Additionally, the parallel portion of the Frankford Creek Greenway will be constructed adjacent to the Adams Avenue Connector.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	4,015											
CON	581		2,022										
CON	581			7,098									
CON	581				4,545								
		4,015	**2,022**	**7,098**	**4,545**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**17,680**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 17791 ***West Bank Greenway (C004) SR:0000*** **Return**

LIMITS 31ST ST., 32ND ST., & MANTUA AVE. (etc.) No Let Date

IMPROVEMENT

MUNICIPALITIES: West Philadelphia FC: AQ Code:X

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: CMP:

PennDOT Class: Bicycle/Pedestrian PennDOT Improvement: Bicycle/Pedestrian NHPP:

Rebuild existing sidewalk as a pedestrian path/bikeway, rebuild fence and portions of a stone retaining wall, remove billboards, landscape to open views to the city skyline, plant street trees, install street lighting and signs, widen Spring Garden St. bridge sidewalk, construct ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive.

LET EARLY 2006

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ		130										
CON	TOLL												
		0	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**130**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 17815 ***Cottman Ave. (Bridge) SR:0073***

LIMITS Over Conrail

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Near Northeast Philadelphia; Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: Y

The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe corrosion caused from rust and massive section loss.

Built in 1905, the single span, 62'-long, built up deck girder bridge supported on concrete abutments runs over the Conrail line, a former division of the Reading railroad. Originally built to speed existing train movements through the city the railroad connects Philadelphia to Pottsville

Replacement of the existing structure that carries Cottman Avenue (S.R. 73) over a single CSX track in the Northeast Section of Philadelphia. It is anticipated that the superstructure will be replaced under staged construction. The reuse of the existing substructure will be investigated during the design phase. There will be minimal roadway approach work. The existing conditions include 4 – 10' travel lanes and 15' sidewalks on both sides. The proposed conditions include 4 – 11' travel lanes and 10' sidewalks on both sides.
Sufficiency Rating: 4.3

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

TOLL CREDIT

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	STU		14										
		0	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**14**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 17816 ***Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003***

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/ Est Let Date: 5/4/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: 14 AQ Code:S19

PLAN CENTER: Metropolitan Center DOI: DOI_DOI IPD: 5

PROJECT MANAGER: AECOM/D. Didier CMP: Not SOV Capacity Adding CMP Subcorridor(s): 3A, 10A

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

The purpose of the project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight (8) total bridges will be rehabilitated. The four (4) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures).

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

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

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

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185	250											
FD	185		300										
ROW	STU	1,460											
ROW	NHPP	2,400											
ROW	185	1,101											
ROW	NHPP			1,211									
ROW	185			227									
ROW	STU						1,329						
CON	NHPP	23,265											

Philadelphia

CON	185	5,567													
CON	581	250													
CON	NHPP		17,456												
CON	SXF		1,538												
CON	581		1,553												
CON	185		2,811												
CON	NHPP			19,223											
CON	581			1,370											
CON	185			3,435											
CON	NHPP				31,214										
CON	581				4,368										
CON	185				3,435										
		34,293	**23,658**	**25,466**	**39,017**	**0**	**1,329**	**0**	**0**	**0**	**0**	**0**	**0**		
		Total FY2017-2020		**122,434**		**Total FY2021-2024**		**1,329**		**Total FY2025-2028**		**0**			

Philadelphia

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

LIMITS Shackamaxon Street to Ann Street

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER: Metropolitan Center

FC: 11; 14; 16

DOI:

No Let Date

MRPID:65

AQ Code:2025M

IPD: 5

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP: Y

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 3 to 4) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP*	2,102											
PE	581*	525											
FD	NHPP	3,875											
FD	581	969											
FD	NHPP		3,875										
FD	581		969										
FD	NHPP			6,000									
FD	581			1,500									
FD	NHPP				10,250								
FD	581				2,563								
UTL	NHPP	3,179											
UTL	581	795											
UTL	NHPP		3,179										
UTL	581		795										
UTL	NHPP			5,304									
UTL	581			1,326									

Philadelphia

UTL	NHPP				9,554								
UTL	581				2,389								
		11,445	**8,818**	**14,130**	**24,756**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**59,149**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 46956 ***North Delaware Avenue Extension SR:0000***

LIMITS Lewis Street to Buckius Street

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

FC: 16

DOI: DOI_BASE

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

PennDOT Class: New Alignment PennDOT Improvement: New Alignment

Actl Let Date: 11/7/2013

MRPID:66

AQ Code:2020M

IPD: 6

CMP Subcorridor(s): 4B

NHPP:

A new roadway and a new bridge across Frankford Creek will be constructed. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street, where it currently ends, and Buckius Street, approximately a mile and 1/2 further north. The roadway will include a sidewalk and shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve as an alternative to route for local truck traffic in order to get that traffic off of narrow Richmond Street. Phase 1A of this project has been let under this MPMS #46956 for construction on 11/7/2013, and this project is the design parent of MPMS #102102 (North Delaware Avenue Phase 1B).

Other recreational facilities associated with this project include the North Delaware River Greenway trail, sponsored by the PA Environmental Council. The trail is roughly 10 to 11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. MPMS #61712 provides a full description of these sections, which will be broken out to individual projects at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek, MPMS #46956 and #79830.
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Princeton Avenue (Tacony Boat Ramp), MPMS #61712.
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Princeton Avenue to Pennypack Park trail, MPMS #79832.
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Pleasant Hill Park (Linden Avenue Boat Ramp), MPMS #79833.

MPMS #90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding. Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU	699											
ROW	LOC	174											
UTL	STU	170											
UTL	LOC	42											
CON	STU	834											
CON	LOC	743											
		2,662	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,662**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 46958 ***Philadelphia Naval Shipyard Access***

LIMITS Langley Ave. 26th Street to Broad Street

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER: Metropolitan Subcenter

FC: 16

DOI: DOI_BASE

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

Actl Let Date: 11/3/2016

MRPID:67

AQ Code:S10

IPD: 0

CMP Subcorridor(s): 4C

NHPP:

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	2,405											
CON	e581	1,200											
CON	LOC	2,700											
CON	e581		3,000										
		6,305	**3,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**9,305**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Race St. to Neshaminy Creek — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — MRPID:65

MUNICIPALITIES: Philadelphia City — FC: 11 — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP:

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP	800											
PE	581	200											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 48191 ***Germantown Ave. Reconstruction (south) at Ashmead SR:4005*** **Return**

LIMITS Ashmead to near Church

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Reconstruction

PennDOT Improvement: Highway Reconstruction

NHPP:

The scope of the project is the reconstruction of Germantown Avenue from Ashmead Street to a point south of Church Lane, a distance of approximately 2,000 feet. The project also includes a separate roadway section of Germantown Avenue from High Street to Walnut Lane and related water and sewer plans for the City of Philadelphia Water Department, a distance of approximately 400 feet. This project includes the reconstruction of the roadway, drainage improvements, replacement of the existing SEPTA trolley track facilities, roadway improvements, improvement of the north bound track area, removal of granite blocks, and removal of SEPTA tracks and replacement with new SEPTA T-rails and concrete. Both the north and south bound improvements include new sidewalks, new street lighting, new trees, and streetscape improvements.

TIP Program Years ($ 000)

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

Philadelphia

MPMS# 48193 ***Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003***

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenu — Est Let Date: 12/21/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 17 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: EE/M. Holva — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5G

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: N

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety. There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	432											
PE	581	108											
FD	BOF	197											
FD	185	49											
UTL	STU	280											
UTL	581	70											
CON	581	3,500											
		4,636	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,636**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 50523 ***Westbank Greenway - Phase 2 SR:9153*** **Return**

LIMITS No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City FC: AQ Code:A2

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: CONSTR CMP: Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

This project entails scenic beautification and creation and enhancement of pedestrian/bicycle paths along portions of the Schuylkill, connecting 30th St. Station, the Philadelphia Museum of Art, the Philadelphia Zoo, East and West segments of Fairmount Park, and the planned Schuylkill River Park. This phase includes construction or restoration of pedestrian/bicycle paths on the remaining portions of the Greenway, streetscaping, and landscaping.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU		66										
		0	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**66**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Over Amtrak's Harrisburg Line No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: AQ Code:S19

PLAN CENTER: DOI: DOI_BASE IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding CMP Subcorridor(s): 7A

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

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	STU	1,211											
UTL	183	227											
UTL	LOC	76											
		1,514	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,514**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 57276 ***Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301***

LIMITS Over Amtrak at 30th Street

Est Let Date: 8/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 7

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	BOF		208										
UTL	183		39										
UTL	LOC		13										
CON	BOF	1,738											
CON	183	325											
CON	LOC	108											
CON	BOF												
CON	183												
CON	LOC												
CON	BOF			2,089									
CON	183			392									
CON	LOC			131									
CON	BOF				5,234								
CON	183				981								
CON	LOC				326								
CON	BOF					1,138							
CON	183					213							
CON	LOC					71							
		2,171	**260**	**2,612**	**6,541**	**1,422**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**11,584**		**Total FY2021-2024**		**1,422**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 57897 ***Haverford Avenue Signal Modernization***

LIMITS 40th Street to City Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Philadelphia — FC: 16 — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: TWB/V. Fleysh — CMP: Minor SOV Capacity — CMP Subcorridor(s): 5F, 7A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: N

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years ($ 000)

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

MPMS# 57901 ***Lincoln Drive (3R)***

LIMITS Ridge Avenue to Wayne Avenue — Est Let Date: 7/13/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: 14; 16 — AQ Code:S10

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: TWB/V. Fleysh — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5G, 15A

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP: N

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	214											
FD	LOC	53											
CON	STU		2,987										
CON	STP		3,462										
CON	LOC		1,714										
CON	LOC		865										
CON	STU			3,462									
CON	LOC			865									
		267	**9,028**	**4,327**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**13,622**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 57902 ***City Wide 3R Betterments***

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

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

See MPMS#91837 for CW103B package.
See MPMS #105092 for CW104 package.

September 2015 balance: FY15 – PE: $132,000 Local; FY17 – CON: $1,011,000 ($809,000 STU/$202,000 Local), FY18 – CON: $2,500,000 ($2,000,000 STP/$500,000 Local), FY20 – CON: $13,916,000 ($10,600,000 STU/$533,000 STP/$2,783,000 Local)

Philadelphia

MPMS# 61712 ***North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item***

LIMITS North Delaware Riverfront — Actl Let Date: 1/7/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

The PA Environmental Council is the sponsor of a multi-use trail (aka “North Delaware River Greenway and Trail, North Delaware River East Coast Greenway” or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail'), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting 4 main sections, the overall trail is about 10-11 miles long and runs approximately from the Allegheny Ave. /Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, that have been or will be broken out into separate MPMS#s at the appropriate time.

(1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains. Note that the Port Richmond Trail (MPMS #90482) that has been constructed begins at Allegheny Ave. /Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave. /Lewis St. near the Betsy Ross Bridge. The Port Richmond Trail (MPMS #90482) and North Delaware Avenue Extension (MPMS #46956) is approximately 2.25 miles long and was funded with TIGER and CMAQ funds.

(2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).

(3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river’s edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.

(4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). This was advanced with $51,795 earmark funds from LY10 of PA ID #464.

A total of $2,562,976 earmark funds remaining from PA ID #s 242, 262, 464, 615, and 671 are for the sections (except MPMS #90482):
-PA ID #242 - $471,425 of the original $546,425 from 2003 Appropriations Bill.
-PA ID #262 - $183,994 of the original $750,000 from 2004 Appropriations Bill.
-PA ID# 464 - $0 of the original $8,000,000 from SAFETEA DEMO #2649.
-PA ID# 615 - $1,406,386 of the original $3,000,000 from SAFETEA DEMO #4805.
-PA ID# 671 - $501,171 of the original $500,000 from SAFETEA DEMO #363.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF*	2,368											
		2,368	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,368**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 3

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

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

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF*	5,843											
		5,843	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,843**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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: 10/31/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Center City Philadelphia; West Philadelphia — FC: 14 — AQ Code:S19

PLAN CENTER: Metropolitan Center — DOI: DOI_DOI — IPD: 4

PROJECT MANAGER: AECOM/D. Didier — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 3A, 7A, 10A

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

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

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP	200											
FD	185	50											
FD	NHPP		2,151										
FD	NHPP			917									
CON	581		131										
CON	NHPP			797									
CON	581			23									
CON	185			339									
CON	NHPP				11,954								
CON	581				674								
CON	185				2,847								
CON	NHPP					12,396							
CON	185					2,459							
CON	581					553							
CON	STU												
CON	581						227						
CON	NHPP									7,719			
CON	581									1,930			
		250	**2,282**	**2,076**	**15,475**	**15,408**	**227**	**0**	**0**	**9,649**	**0**	**0**	**0**
		Total FY2017-2020			**20,083**	**Total FY2021-2024**			**15,635**	**Total FY2025-2028**			**9,649**

Philadelphia

MPMS# 69909 ***Willits Road Bridge Over Wooden Bridge Run SR:1011***

LIMITS Over Wooden Bridge Run

Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	STP	292											
UTL	TOLL												
UTL	STP	292											
CON	185			1,788									
		584	**0**	**1,788**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,372**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Over Schuylkill River

Est Let Date: 3/29/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 5

PROJECT MANAGER: AECOM/C. Suhoskey

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration

PennDOT Improvement: Bridge Restoration

NHPP: N

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		200										
UTL	185		1,400										
CON	581	2,854											
CON	185	2,486											
CON	581		3,463										
CON	185		3,410										
CON	185			1,440									
CON	581			2,150									
CON	185				2,100								
CON	185					197							
		5,340	**8,473**	**3,590**	**2,100**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**19,503**		**Total FY2021-2024**		**197**		**Total FY2025-2028**		**0**	

Philadelphia

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

LIMITS Between West Bristol Street and Hunting Park Avenue — Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 16 — AQ Code:NRS

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: TSS/H. Freed — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14A

PennDOT Class: Bridge Removal — PennDOT Improvement: Bridge Removal — NHPP:

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU		289										
FD	185		72										
ROW	STU			360									
ROW	185			90									
UTL	185				71								
CON	STP					2,866							
CON	185					716							
		0	**361**	**450**	**71**	**3,582**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**882**		**Total FY2021-2024**		**3,582**		**Total FY2025-2028**		**0**	

MPMS# 70231 ***Swanson Street Reconstruction***

LIMITS Delaware Avenue to Oregon Avenue — Est Let Date: 4/15/2022

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S10

PLAN CENTER: — DOI: DOI_BASE — IPD: 0

PROJECT MANAGER: TWB/V. Fleysh — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage, street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP			810									
FD	LOC			203									
ROW	STP					5,731							
ROW	LOC					1,433							
CON	STP						3,279						
CON	LOC						819						
CON	STP							3,279					
CON	LOC							819					
CON	STP								3,279				
CON	LOC								819				
		0	**0**	**1,013**	**0**	**7,164**	**4,098**	**4,098**	**4,098**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,013**		**Total FY2021-2024**		**19,458**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 70243 ***American Street Streetscape (TIGER)***

LIMITS Girard Avenue to Indiana Avenue

Est Let Date: 9/14/2017

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X9

PLAN CENTER:

DOI:

IPD: 7

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This is an industrial corridor with plentiful local truck traffic, characterized by a wide right-of-way, on-street parking, few bicycle or pedestrian amenities, and extensive impervious surfaces resulting in large amounts of stormwater runoff. This project consists of streetscape improvements including curbing, paving, sidewalk improvements, crosswalks, traffic management, landscaping, and possible bicycle facilities, as well as extensive stormwater management improvements. TIGER grant funding awarded in 2015 will allow for reconstruction of the center median, formerly a rail right-of-way, to include expanded green stormwater improvements. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

This project has been awarded $5,000,000 in Federal TIGER grant funding which will be used for construction.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	852											
FD	STU	1,279											
FD	LOC	888											
CON	TIGER		5,000										
CON	STU		11,457										
CON	LOC		7,389										
CON	STU			4,079									
CON	LOC			1,019									
		3,019	**23,846**	**5,098**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**31,963**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 72597 ***Ben Franklin Bridge Philadelphia Operational Improvement***

LIMITS Vine Street, Benjamin Franklin Bridge to 9th St — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:R3

PLAN CENTER: Metropolitan Center — DOI: — IPD: 2

PROJECT MANAGER: AECOM/P. Shultes — CMP: Minor SOV Capacity — CMP Subcorridor(s): 3A, 10A, 15A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This project will improve signing on the westbound Ben Franklin Bridge and the roadway system exiting the bridge in Philadelphia. The purpose is to improve traffic flow efficiency and safety for vehicles exiting the bridge onto I-676, local Vine Street and other city streets and the west end of the Ben Franklin Bridge. (All of the proposed signing is on the downside of the Benjamin Franklin Bridge as it enters Philadelphia. There is no work west of 6th Street.)

PA ID#251

TIP Program Years ($ 000)

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

MPMS# 73136 ***Mt. Airy Main Street Streetscape HTSSRS*** **Return**

LIMITS — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 15A

PennDOT Class: Home Town Streets — PennDOT Improvement: Home Town Streets — NHPP:

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will provide for the construction of streetscape improvements along the 6300 to 7500 blocks of Germantown Avenue in the Mt. Airy section of Philadelphia. Improvements will include street tress, trash receptacles, lighting, repair and replacement of sidewalk as well as beautification through art and landscaping.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. $936,100 funding will be drawn down at the appropriate time.

SAFETEA LU earmark 1622, PA ID# 403 –$1,856,000

TIP Program Years ($ 000)

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

Philadelphia

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

LIMITS City-wide — Est Let Date: 1/25/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: TWB/V. Fleysh — CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP:

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city.

Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475. Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- $3.2 MILLION

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SXF	2,564											
CON	LOC	679											
		3,243	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**3,243**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 74833 ***Frankford Avenue/Mayfair Streetscape Improvements SR:0013*** **Return**

LIMITS Cottman Avenue to Harbison Avenue — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X9

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 5G

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP: Y

The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings on Frankford Ave between Harbison Road and Cottman Avenue. The project will be completed in conjunction with Mayfair CDC, who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark- (ID 2935/PA ID 484) $1 Million, PA

TIP Program Years ($ 000)

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

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

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: Gannett/S. New — CMP: Minor SOV Capacity — CMP Subcorridor(s): 3A, 4B, 4C

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	634											
CON	TOLL												
		634	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**634**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 74859 ***City Wide 3R #102 Resurfacing*** **Return**

LIMITS — No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S10

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP:

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP:

This project includes FAM resurfacing and base repairs, upgrade of all impacted Curb Ramps and cross walks to current federal standards, replacement of traffic signs to comply to federal mandate, and replacement of aluminum streetlight poles with nonconductive fiberglass at several locations: 33rd Street from Lancaster Avenue to Mantua Avenue ($575,000); 5th Street from Godfrey Avenue to Cheltenham ($1,120,000); 66th Avenue from 5th Street to 2nd Street ($475,000); American Street from Hunting Park Avenue to Luzerne Street ($345,000); 9th Street from Wyoming Avenue to Roosevelt Blvd ($195,000); Luzerne Street from 5th Street to 9th Street ($385,000); Sedgley Avenue from Erie Avenue to Allegheny Avenue ($611,000); 44th Street from Baltimore Avenue to Market Street ($390,000); 43rd Street from Baltimore Avenue to Powelton Avenue ($430,000); Greene Street from Chelten Avenue to Manheim Street ($490,000), Comly Avenue from Roosevelt Blvd to Academy Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STU	175											
		175	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**175**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Between Grays Ferry Avenue and Schuylkill Expressway — Est Let Date: 12/6/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 3

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 3A, 10A

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a structurally deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP			675									
PE	185			169									
FD	NHPP					716							
FD	185					179							
ROW	185						61						
UTL	185						61						
CON	NHPP							3,547					
CON	185							887					
		0	**0**	**844**	**0**	**895**	**122**	**4,434**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**844**		**Total FY2021-2024**		**5,451**		**Total FY2025-2028**		**0**	

MPMS# 76870 ***Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301*** **Return**

LIMITS Over SEPTA R8 Rail Line — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Germantown-Chestnut Hill — FC: — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 15B

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

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforces concrete abutments, reconstruction of the roadway approach, and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF	70											
PE	179	4											
PE	183	13											
CON	BOF	52											
CON	183	10											
CON	LOC	3											
		152	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**152**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 77464 ***Chinatown Plaza Revitalization (TE) SR:2676*** **Return**

LIMITS At 10th Street and Vine Street — No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X12

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: CONSTR — CMP:

PennDOT Class: Highway Restoration — PennDOT Improvement: Highway Restoration — NHPP:

Implement streetscape and traffic calming measures at the area of 10th and Vine Streets in the Chinatown neighborhood of Center City.

In the spring of 2006 this project was recommended for funding through the Home Town Streets Program. $980,250 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years ($ 000)

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

MPMS# 77475 ***Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2***

LIMITS Vicinity of Philadelphia District Schools — Actl Let Date: 11/5/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: TWB/V. Fleysh — CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian — PennDOT Improvement: Bicycle/Pedestrian — NHPP:

Installation of bumpouts and related safety improvements in school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the Safe Routes to School Program. $1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	94											
CON	STU*	1,039											
CON	STU												
		1,133	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			1,133	Total FY2021-2024			0	Total FY2025-2028			0

Philadelphia

MPMS# 78757 ***JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station)*** **New-B**

LIMITS Between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch). No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: AQ Code:S19

PLAN CENTER: Metropolitan Center DOI: IPD:

PROJECT MANAGER: AECOM/D. Didier CMP: Not SOV Capacity Adding

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

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

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

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

This is a breakout from MPMS #69828.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	NHPP	400											
STUDY	TOLL												
STUDY	TOLL												
STUDY	NHPP		528										
PE	185	975											
PE	185		150										
PE	185			125									
FD	185	175											
FD	185		500										
FD	185			575									
ROW	NHPP												
ROW	TOLL												
ROW	185												
ROW	TOLL												
ROW	NHPP												
ROW	185			750									
ROW	185				1,250								
UTL	TOLL												
UTL	NHPP												
UTL	581		1,000										
UTL	TOLL												
UTL	NHPP												
CON	NHPP												
CON	185												
CON	NHPP				2,369								
CON	185				592								
CON	NHPP					3,300							
CON	185					1,400							
		1,550	**2,178**	**1,450**	**4,211**	**4,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**9,389**	**Total FY2021-2024**			**4,700**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 78758 ***JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets*** **Return**

LIMITS Over 21st Street/22nd Street/23rd Street — Actl Let Date: 9/29/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 4

PROJECT MANAGER: AECOM/C. Suhoskey — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 10A

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

This project involves the superstructure replacement or rehabilitation of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886).The current scope is to replace or rehabilitate the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements. This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street).

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	2,973											
		2,973	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,973**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS City of Philadelphia — Est Let Date: 11/2/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:S19

PLAN CENTER: Metropolitan Center — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: TSS/S. Hasan — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 3A, 15A

PennDOT Class: Bridge Replacement — PennDOT Improvement: Bridge Replacement — NHPP: Y

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP	134											
ROW	185	33											
ROW	NHPP			78									
ROW	185			20									
UTL	NHPP	479											
UTL	185	120											
UTL	NHPP			200									
UTL	185			50									
CON	NHPP			4,826									
CON	185			1,207									
		766	**0**	**6,381**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**7,147**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 79686 ***I-95, Columbia Avenue to Ann Street (GR1)***

LIMITS Columbia Ave. to Ann Street

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

FC: 11; 14; 16

DOI:

Actl Let Date: 7/28/2011

MRPID:65

AQ Code:2025M

IPD: 5

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

CMP Subcorridor(s): 4B

PennDOT Class: Highway Reconstruction PennDOT Improvement: Highway Reconstruction

NHPP: Y

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

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

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

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	4,250											
ROW	TOLL												
ROW	NHPP		4,250										
UTL	TOLL												
UTL	NHPP	3,600											
CON	NHPP	2,337											
CON	STU	1,000											
CON	581	834											
CON	NHPP		250										
CON	581		63										
		12,021	**4,563**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**16,584**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS City of Philadelphia

Est Let Date: 8/23/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

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.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU		272										
CON	TOLL												
CON	TAP			1,000									
		0	**272**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,272**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 79832 ***North Delaware Riverfront Greenway project, Sec 3***

LIMITS Milnor/Disston Sts. to Pennpack Cr

Est Let Date: 3/28/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD: 6

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement

PennDOT Improvement: Transportation Enhancement

NHPP:

The City of Philadelphia Parks and Recreation and Delaware River City Corporation (DRCC) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

BREAK INTO 4 SEPARATE PROJECTS
MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2
MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony
MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail
MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - $471,425 of the original $546,425 from 2003 Appropriations Bill.
-PA ID #262 - $183,994 of the original $750,000 from 2004 Appropriations Bill.
-PA ID# 464 - $0 of the original $8,000,000 from SAFETEA DEMO #2649.
-PA ID# 615 - $1,406,386 of the original $3,000,000 from SAFETEA DEMO #4805.
-PA ID# 671 - $501,171 of the original $500,000 from SAFETEA DEMO #363.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	688											
CON	TOLL												
		688	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**688**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Allegheny Avenue Interchange

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

FC: 11

DOI: DOI_BASE

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

PennDOT Class: Interstate Maintenance Program

PennDOT Improvement: Interstate Maintenance Program

Est Let Date: 2/15/2018

MRPID:65

AQ Code:2025M

IPD: 5

CMP Subcorridor(s): 4B

NHPP: Y

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 and aerial utilities will be moved underground. 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 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	TOLL												
ROW	NHPP	3,183											
UTL	NHPP		984										
UTL	581		109										
UTL	NHPP			1,734									
UTL	581			193									
CON	NHPP		10,943										
CON	STU		719										
CON	STP		282										
CON	581		749										
CON	185		578										
CON	NHPP			16,462									
CON	581			1,017									
CON	185			812									
CON	NHPP				2,961								
CON	185				201								
CON	581				128								
CON	NHPP												

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CON	185														
CON	581														
		3,183	14,364	20,218	3,290	0	0	0	0	0	0	0	0		
		Total FY2017-2020			41,055	Total FY2021-2024			0	Total FY2025-2028			0		

MPMS# 80054 ***Bridges Over Vine Street Expressway (I-676) (PAB)***

LIMITS Over I-676 Expressway at 20th St Bridge. Free Library Pedestrian Bridge/20th St to 21st St Recon — Actl Let Date: 12/11/2014

IMPROVEMENT Bridge Repair/Replacement — MRPID:104

MUNICIPALITIES: Philadelphia City — FC: 11; 14 — AQ Code:S19

PLAN CENTER: Metropolitan Center — DOI: DOI_DOI — IPD: 4

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding — ubcorridor(s): 3A, 4B, 7A, 10A, 14A

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

This project involves rehabilitating or replacing four superstructures (19th Street, 20th Street, Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway) over I-676 in the City of Philadelphia. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and includes the intersection realignment of 20th and Winter Street. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge that were previously included in MPMS# 79473 and 85059 respectively, have been incorporated into this project.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. The project will now be advanced to construction under one contract with funding reflected in two MPMS #s: 80054 and 88767. The total cost for reconstruction of the seven structures is approximately $125 million.

Preliminary engineering for all seven structures was included in MPMS# 80054, including $975,000 that addressed two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. Separate construction projects for the Spring Garden Street structures have been broken out to MPMS# 90096 and MPMS# 90097.

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

Philadelphia

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

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:S6

PLAN CENTER: — DOI: DOI_BASE — IPD: 2

PROJECT MANAGER: Gannett/B. Masi — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report including; installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase, except integrated corridor management initiative; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

FD ($1,200,000 estimate), UTL ($100,000 estimate), ROW ($100,000 estimate), and CON ($5,500,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

TIP Program Years ($ 000)

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

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

LIMITS Between Torresdale Avenue and Castor Avenue — Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: 16 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

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

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185			675									
FD	185						984						
ROW	185							63					
UTL	185							1,267					
CON	185								5,871				
		0	0	675	0	0	984	1,330	5,871	0	0	0	0
		Total FY2017-2020		**675**		**Total FY2021-2024**		**8,185**		**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Over Wayne Junction

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

PennDOT Class: Bridge Restoration

FC: 12

DOI: DOI_DOI

CMP: Not SOV Capacity Adding

PennDOT Improvement: Bridge Restoration

Est Let Date: 3/8/2018

MRPID:102

AQ Code:S19

IPD: 6

CMP Subcorridor(s): 14A

NHPP: Y

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185		240										
FD	185			360									
UTL	581	1,167											
CON	NHPP			8,440									
CON	581			2,110									
CON	NHPP				8,440								
CON	185				2,110								
CON	NHPP					16,882							
CON	185					4,220							
CON	NHPP						16,882						
CON	185						4,220						
CON	NHPP							16,881					
CON	185							4,220					
		1,167	**240**	**10,910**	**10,550**	**21,102**	**21,102**	**21,101**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**22,867**		**Total FY2021-2024**		**63,305**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 85415 ***Olney Ave Safety Improvements*** **Return**

LIMITS Olney Ave. from Broad St to Rising Sun Ave — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:S6

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5G, 14A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia.

CON ($5,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	HSIP												
UTL	HSIP		40										
CON	TOLL												
CON	HSIP	500											
		500	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**540**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Ridge Ave to Aramingo Ave — Actl Let Date: 11/3/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: 16 — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: Gannett/B. Masi — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 14A, 15A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: N

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	7,630											
		7,630	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**7,630**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS Vicinity of Philadelphia District Schools — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP: Not SOV Capacity Adding

PennDOT Class: Federal Safe Routes to Schools — PennDOT Improvement: Federal Safe Routes to Schools — NHPP:

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school. The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. This project will repair the sidewalks by removing cracked, raised, and broken concrete 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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	SRTSF		1,000										
		0	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Byberry Road over CSX Rail Line — Est Let Date: 4/26/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: — FC: — AQ Code:S19

PLAN CENTER: Suburban Center — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: Gannett/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 12A

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU		120										
PE	185		30										
FD	STU	1,018											
FD	185	255											
ROW	STP		87										
ROW	185		22										
UTL	STP		19										
UTL	185		5										
UTL	STP			680									
UTL	185			170									
CON	185							11,401					
		1,273	**283**	**850**	**0**	**0**	**0**	**11,401**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,406**		**Total FY2021-2024**			**11,401**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 90482 ***North Delaware Riverfront Greenway (TIGER)*** **Return**

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross Bridge — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: — FC: — AQ Code:A2

PLAN CENTER: — DOI: — IPD: 3

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement — NHPP:

The PA Environmental Council is the sponsor of a multi-use trail (aka “North Delaware River East Coast Greenway”, Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront, is a multi-phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail known as the Port Richmond Trail will begin at Allegheny Ave./Richmond St. intersection under the I-95 overpass near the Montkiewicz Playground, along Allegheny Ave., to Delaware Ave./Lewis St. near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

$1.76 million for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery - and has been combined with $740,000 CMAQ for a $2.5 million construction phase.

The greenway/trail consists of additional sections which have or will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:
(1) MPMS #46956 (constructed) and #79830 –The Delaware Avenue Extension extends the Port Richmond Trail from Lewis Street to Orthodox Street in MPMS #46956. A gap between Orthodox Street and Old Frankford Creek (MPMS #79830) remains.
(2) MPMS #61712 - The Wissinoming / Tacony (K&T Trail) section is approximately 3 miles long, begins at the Old Frankford Creek at the Frankford Arsenal Boat launch and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park (an existing Trail and Park) to Princeton Avenue (Tacony Boat Ramp).
(3) MPMS #79832 - The Holmesburg Trail section is approximately 2 miles long and begins at Princeton Avenue and runs north along the river’s edge to tie into the existing Pennypack Park trail. The section between Rhawn Street and Pennypack Creek is completed.
(4) MPMS #79833 (let for construction on June 2014) - The Torresdale (Baxter) Section is approximately 3 miles long to cross the Pennypack Creek via a proposed bridge and pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		860										
		0	**860**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**860**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 91490 ***Expressway Service Patrol - Philadelphia***

LIMITS I-76, I-95, and I-676 in Philadelphia — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: — IPD: 4

PROJECT MANAGER: Gannett/V. Genua — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 3A, 4B, 4C

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	NHPP*		2,300										
CON	TOLL												
CON	NHPP				2,800								
		0	**2,300**	**0**	**2,800**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,100**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

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

LIMITS Over Wissahickon Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: — IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 15A

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		550										
CON	TOLL												
CON	NHPP		2,210										
		0	**2,760**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,760**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 92413 ***Schuylkill River Trail - Manayunk Bridge Project (PCTI) - Round 2***

LIMITS

Actl Let Date: 1/16/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class: PA Community Transportation In PennDOT Improvement: PA Community Transportation Ini

NHPP:

Construct a ped/bike trail atop the unused Manayunk RR Bridge spanning the Schuylkill River. The project creates an intercounty link between the Cynwyd Trail in Montgomery County to the Schuylkill River. Trail in Philadelphia's historic Manayunk neighborhood.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	1,500											
		1,500	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 92417 ***Race Street Connector***

Return

LIMITS Race Street, from 2nd Street to Columbus Blvd

Actl Let Date: 6/30/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X12

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 4B, 10A

PennDOT Class: PA Community Transportation In PennDOT Improvement: PA Community Transportation Ini

NHPP:

This project includes construction of infrastructure and streetscape improvements on Race St. between 2nd St. and Columbus Blvd, to improve neighborhood connections and pedestrian and cycling access to waterfront activities, parks and trails.

The project consists of the construction of a two way multi-use trail connection to the East Coast Greenway on Delaware Avenue and streetscape and beautification improvements along the north side of Race Street between 2nd Street and Columbus Boulevard (approximately 900 linear feet) in the City of Philadelphia, Pennsylvania. Improvements include but are not limited to: pedestrian amenities along the north side of Race Street; a revision to the horizontal geometry of the I-95 on-ramp to reduce speeds and accommodate a sidewalk and crossing for pedestrians; ADA compliant crossings at the 2nd Street and Columbus Boulevard intersection; landscape and lighting improvements consistent with the recently completed Phase 1 (south side of roadway) and the Race Street Pier projects; site furniture, wayfinding and directional signs and screen wall similar to Phase 1; and minor utility and drainage improvements required to accommodate the new roadway geometry and site amenities.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU	1,393											
		1,393	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,393**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

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

LIMITS 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 7/18/2020

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

DOI: DOI_BASE

IPD: 6

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP: N

This project invoves rehabiltating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		656										
PE	185		164										
FD	STP			656									
FD	185			164									
ROW	STP				198								
ROW	185				50								
UTL	STU				102								
UTL	STP				223								
UTL	185				81								
CON	STP					1,910							
CON	185					477							
CON	STU						1,910						
CON	185						477						
		0	**820**	**820**	**654**	**2,387**	**2,387**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,294**	**Total FY2021-2024**			**4,774**	**Total FY2025-2028**			**0**

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

MUNICIPALITIES: Philadelphia City — FC: 14 — AQ Code:S19

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5G, 14A

PennDOT Class: Bridge Restoration — PennDOT Improvement: Bridge Restoration — NHPP: Y

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	185	796											
FD	STP				742								
FD	185				185								
ROW	581					10							
ROW	185					50							
UTL	185					299							
CON	NHPP						2,952						
CON	185						738						
		796	**0**	**0**	**927**	**359**	**3,690**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,723**	**Total FY2021-2024**			**4,049**	**Total FY2025-2028**			**0**

MPMS# 96073 ***Philadelphia Bridge Deck Seal*** **Return**

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Plans/C. Veiga — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This is a preventative maintenance project that countains various structures in the City of Philadelphia for bridge deck sealing.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	68											
CON	TOLL												
		68	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**68**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 96109 ***City ADA Ramps Project***

LIMITS City of Philadelphia

Est Let Date: 6/22/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project will include the design and construction of ADA ramps that were originally included in the scope of other Federal Aid projects, such as, but not limited to: 1)South Street Bridge(MPMS# 17724), 2) CW 101 Resurfacing(MPMS# 72446), and 3) CW 103 Resurfacing(MPMS# 91837). The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrant further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties, and other considerations as necessary.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STP	771											
FD	LOC	193											
CON	STP		2,625										
CON	LOC		656										
CON	STU												
CON	LOC												
		964	**3,281**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**4,245**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 96213 ***Manayunk Bridge Trail*** **Return**

LIMITS Actl Let Date: 1/16/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lower Merion Township; Philadelphia City FC: AQ Code:A2

PLAN CENTER: DOI: IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding CMP Subcorridor(s): 3B

PennDOT Class: Bicycle/Pedestrian PennDOT Improvement: Bicycle/Pedestrian NHPP:

The project will repurpose an existing abandoned rail infrastructure into a bicycle and pedestrian connection between Lower Merion, Cynwyd Trail, and Manayunk. It will provide direct access to the Ivy Ridge and Cynwyd stations, as well as improved access to the Manayunk Station and the Wissahickon Transit Center. This project was awarded $204,246 CMAQ funds from DVRPC 2011-12 Competitive CMAQ Program. Companion project with MPMS# 92413.

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	500											
CON	CAQ												
		500	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 96223 ***Philadelphia Signal Retiming***

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

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

PennDOT Class: Congestion Reduction PennDOT Improvement: Congestion Reduction NHPP:

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has advanced the retiming of 19 corridors total with local and state funding, with a further 8-9 currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently identified to be advanced as part of this project:

2nd: Duncannon - 66th, Girard - Allegheny
33rd: Lehigh - Oxford, Powleton - Haverford
34th: Powleton - Mantua
54th/Jefferson: Overbrook - 53rd
57th: Landesdown - Baltimore
Castor: Comley - St. Vincent
Essington: 67th - Bartram
Frankford: Girard - Torresdale
Johnston: Chew - Lincoln
Kelly: Calumet - Hunting Park
Lancaster: 52nd - 36th
Lansdown: 63rd - 52nd
Levick/Robbins: State - City Limit
Monument: Ford - Target
Oxford: Frankford - Sanger
Rhawn: Verree - Frankford
Ridge: Ferry - Main
Rising Sun: Duncannon - Devereaux
Spring Garden: 33rd - 31st
Summerdale: Pratt - Oxford
Synder: Front - 25th
Whitaker: Erie - Garland

DVRPC Competitive CMAQ Awarded Project FY 2011-2012
CMAQ award $1,000,000
Matching funds $1,000,000

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ				1,000								
CON	CAQ												
		0	0	0	1,000	0	0	0	0	0	0	0	0
		Total FY2017-2020			1,000	Total FY2021-2024			0	Total FY2025-2028			0

Philadelphia

MPMS# 96951 ***15th Street Bridge over the Callowhill Cut (Act 13)*** **New**

LIMITS North of Callowhill Street in Center City — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Gannett/S.New — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The purpose of the project is to rehabilitate the bridge to prolong the useful life and to remove the structural deficient (SD) status of the structure. The scope includes steel repairs, painting, bearing and substructure repairs and the replacement of the bridge deck and joints. The bridge is currently posted for three tons with a sufficiency rating of 29.0. The City of Philadelphia deems this w
ork necessary to remove the current posting and prevent continued deterioration that could lead to a bridge closure.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	ACT13	350											
FD	ACT13	150											
CON	ACT13			2,500									
		500	**0**	**2,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 98229 ***59th Street over AMTRAK***

LIMITS 59th Street over AMTRAK — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 5

PROJECT MANAGER: TSS/S. New — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 7A

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

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelpia.

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

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

TIP Program Years ($ 000)

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

Philadelphia

MPMS# 98230 ***Tabor Road over Tacony Creek***

LIMITS Tabor Road over Tacony Creek — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 7

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

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

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183		480										
FD	LOC		120										
		0	**600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**600**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 98232 ***Woodland Avenue over SEPTA*** **Return**

LIMITS — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 5

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

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

This project is a bridge rehabilitation/replacement of Woodland Avenue over SEPTA in the City of Philadelphia. This bridge is a multi-modal bridge that was originally constructed in 1928 and has exceeded its useful life. Due to the poor condition of the bridge, it is currently weight restricted. This structure was considered an orphan bridge, but is now owned by the City of Philadelphia, with SEPTA handling maintenance responsibilities. In addition, SEPTA's Media/Elwyn Regional Rail line operates beneath the bridge and SEPTA's Trolley Routes 11 and 36 run on the bridge.

The bridge was initially programmed under the County Bridge Line Item (MPMS# 95447) which sets aside funding for county owned bridges in need of repair in the DVRPC region. SEPTA is managing the project on behalf of the City of Philadelphia.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP		3,500										
CON	LOC		3,500										
		0	**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**7,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 102102 ***North Delaware Avenue Phase 1B***

LIMITS Orthodox St to Buckius Street

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

FC:

DOI: No

Est Let Date: 10/10/2019

MRPID:66

AQ Code:2025M

IPD: 6

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This project completes the first phase of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. This segment extends between the end of section 1A at Orthodox Street and Buckius Street, just over a quarter mile to the northeast. The roadway will include sidewalks and a shared-use sidepath, part of the North Delaware Riverfront Greenway trail. The road will also serve local truck traffic as an alternative to narrow Richmond Street. This is a breakout of design parent MPMS #46956.

Other recreational facilities associated with this project include the $15 million North Delaware Riverfront Greenway Trail, sponsored by the PA Environmental Council. The trail is roughly 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. MPMS #61712 provides a full description of these sections which will be broken out to individual projects at the appropriate time.

Project CMP (Congestion Management Process) commitments include amenities for bicycles and pedestrians. The road will also serve as an alternate route for local truck traffic accessing I-95 from local industrial and commercial businesses. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU		1,348										
CON	LOC		1,217										
CON	STU					3,107							
CON	LOC					30							
CON	STU						790						
CON	LOC						64						
		0	**2,565**	**0**	**0**	**3,137**	**854**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,565**		**Total FY2021-2024**		**3,991**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 102134 ***Henry Ave Corridor Safety Improvements, Phase 2***

LIMITS Henry Ave. from Abbotsford Avenue to Hermit Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

DOI: No

IPD: 6

PROJECT MANAGER: Gannett/B. Masi

CMP:

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP: Y

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report and includes installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

FD ($300,000 estimate), UTL ($250,000 estimate), ROW ($500,000 estimate), and CON ($3,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 102157 ***Roosevelt Boulevard Operational Strategies*** **Return**

LIMITS Roosevelt Boulevard, Philadelphia — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: James Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

DVRPC Work Program project.

Goals:
To rationalize vehicular movements along Roosevelt Boulevard that would address pedestrian and vehicular safety issues. To identify near term and long term improvements that would bring the boulevard in conformance with modern design standards.

Description:
Roosevelt Boulevard is major traffic artery that is a 12-lane surface arterial with local and express lanes and at-grade intersections in northeast Philadelphia. The speed limit is predominately 45 mph. Pedestrian safety along the roadway has gained national attention and some safety experts have called Roosevelt Boulevard one of the most dangerous highways in the nation. Proposals have been made to both reduce the number of lanes and speed limit on the Boulevard. This project would build upon other planning efforts along the Boulevard, including the Roosevelt Boulevard Safety Task Force and the Alternatives Development for Roosevelt Boulevard Transit Investments by using DVRPC's Travel Demand Model to analyze and quantify the traffic effects on the Boulevard and adjacent arterials under alternative lane configurations, travel speeds, and transit service. Lane crossovers will be evaluated, and strategies would be developed that would identify ways to lengthen, consolidate or eliminate crossovers so that they would be compliant with modern design standards.

Tasks:
1. Create a study advisory committee of engineers, planners and other stakeholders at the city, state and regional level.
2. Identify where consolidation of crossovers is most effective in eliminating redundancy.
3. Develop an improvement strategy for sub-standard crossovers by lengthening the acceleration and/or deceleration lanes to permit a smooth transition.
4. Examine the relationship and proximity of crossovers to pedestrian crosswalks.
5. Investigate the operational issues of heavy vehicles using crossovers along the Boulevard.
6. Develop a prioritized list of crossovers that should be upgraded or eliminated.
7. Prepare conceptual diagrams illustrating recommended improvements
8. Model the impact of lane and speed reductions on traffic volumes, travel patterns, and transit ridership.
9. Prepare an implementation strategy for the final recommendations

Products:
1. Meeting materials
2. Existing and Year 2040 performance measures
3. Summaries of analysis of different concepts
4. A technical report with design concepts

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	STU		16										
		0	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 102274 ***Schuylkill River Swing Bridge (TIGER)***

LIMITS Schuylkill River south of Grays Ferry Ave.

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

FC:

DOI: DOI_Senate

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

Est Let Date: 8/10/2017

MRPID:196

AQ Code:A2

IPD: 3

CMP Subcorridor(s): 10A

NHPP:

Part of the Schuylkill River Trail and the regional trail network, 'The Circuit,' this project will provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River, allowing users to access destinations and services throughout South and Southwest Philadelphia and Center City. Completing a river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge set in the 'open' position since its closing in 1976, will connect the recently completed Grays Ferry Crescent Trail with the Bartram's Mile Trail currently in design by Philadelphia Parks and Recreation, further connecting with the East Coast Greenway and Cobbs Creek Trail through the TIGER funded Bartram's Garden Trail and 58th Street Connector. The project will utilize portions of the abandoned bridge to construct a multi-purpose bicycle and pedestrian trail structure, replacing the main truss with a smaller, lighter movable span to maintain access for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. The crossing will also accommodate emergency vehicles. A conceptual study and initial engineering has been completed by the Schuylkill River Development Corporation (SRDC) with funding from DVRPC's Regional Trails Program and the Pennsylvania Department of Conservation & Natural Resources (DCNR).

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-feet wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

This project has been awarded $3,265,000 in Federal TIGER grant funding which will be used for construction.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	474											
FD	LOC	316											
ROW	STU		50										
UTL	STP		50										
CON	TIGER		4,255										
CON	CAQ		6,854										
CON	581		5,000										
CON	LOC		1,010										
CON	OTH		475										
		790	**17,694**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**18,484**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 102280 ***Broad Street Pedestrian Crossing Improvements (ARLE 4)*** **ARLE**

LIMITS Crosswalks on South Broad Street — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 14A

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of brick crosswalk replacement at two signalized intersections and pavement marking upgrade at crosswalks on South Broad Street.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: $1,200,000 ($400,000 Final Design/ $800,000 Construction). Round 4 of ARLE awarded approximately a total of $8.8 million statewide.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	244	400											
CON	244	1,134											
		1,534	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,534**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 102281 ***L.E.D. Street Light Improvement Program (ARLE 4)*** **ARLE**

LIMITS Throughout the City of Philadelphia — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project funded by the Automated Red Light Enforcement (ARLE) Round 4 program will be used for the design and construction of LED street lights within city limits.

The Automated Red Light Enforcement (ARLE) program targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. The projects assist municipalities to implement cost-effective upgrades to traffic lights and other basic systems that will improve safety, reduce congestion, and enhance mobility.

Round 4 (2013 ARLE funds) award: $850,000 ($260,000 Final Design/ $590,000 Construction). Round 4 of ARLE awarded approximately a total of $8.8 million statewide.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	244	260											
CON	244	590											
		850	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**850**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 102328 ***Center City Bridge Model***

LIMITS Center City Philadelphia — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: C. Davies — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Starting in December 2014 and extending through 2018, PennDOT will be reconstructing or rehabilitating the Vine Street expressway bridges from 18th Street to 22nd Street and Schuylkill River bridges from Spring Garden to Chestnut Street. The reconstruction work will involve considerable lane closures and traffic detours. It will also impact bus operations and pedestrian movements across the bridges to/from Center City.

To assist traffic management and mitigation planning for the reconstruction work, travel forecasts and analysis will be conducted using DVRPC's regional travel simulation model and the recently completed Center City simulation model. The regional model will be used to estimate the change of travel patterns due to the reconstruction work at the regional level. The Center City model will be extended and used for operational analysis regarding queuing, bottleneck locations, and bus delay on the construction sites and adjacent areas in Center City and University City. The analysis will provide inputs to City traffic management and SEPTA detour planning during the reconstruction.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	STU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 102399 ***Philadelphia TOC Electrical*** **Return**

LIMITS City Sign Shop - Ramona & G Streets — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP:

PennDOT Class: Intelligent Transportation System — PennDOT Improvement: Intelligent Transportation System — NHPP:

This work includes the installation of lighting and required electrical services to the new TOC and locker room. Specific items include the installation of lighting fixtures, wiring, fuses and panel boards, outlets and switches, grounding, and raceways within the building. Outside the building a new generator will also be installed to provide uninterruptible power to the TOC and other critical building spaces in the event of a local power outage.

This is one of six contracts for the Traffic Operations/CCTV contract.
The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing, 102413 - Phila TOC General

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

Philadelphia

MPMS# 102413 ***Philadelphia TOC General*** **Return**

LIMITS City Sign Shop - Ramona & G Streets — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This work includes the demolition of the two rooms that will comprise the finished TOC space. One (1) of these rooms is currently being utilized as a locker room, so work will also include the fit out of existing storage space to accommodate a new locker room. Within the finished TOC space and the new locker room, work will include all miscellaneous carpentry, flooring, furniture, operator console, windows, doors, ceiling, painting and other architectural work. Within the two bathrooms, this work will include the demolition of the existing space.

Work will also include the modifications of the existing parking lot and entrance way to meet ADA requirements. Specific work will include the restriping of the parking lot to include two (2) handicapped accessible parking spaces and the construction of a ramp leading to the front entrance of the building.

The General Contractor will also be responsible for coordinating the schedules and work for the Electrical, Mechanical, and Plumbing Contractor within the existing Streets Department Building.

This is one of six contracts for the Traffic Operations/CCTV contract.
The other MPMS#'s are as follows: 93106 - Phila TOC, 96227 - Phila TOC CCTV Cameras, 102399 - Phila TOC Electrical, 102400 - Phila TOC Mechanical, 102401 - Phila TOC Plumbing

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 102839 ***South Philadelphia Neighborhood Bikeway (TAP)***

LIMITS 13th and 15th Streets from South Street to Oregon Ave — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: Metropolitan Center — DOI: No — IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks CMP:

PennDOT Class: Transportation Enhancement PennDOT Improvement: Transportation Enhancement NHPP:

This project provides for installation of high level street treatments to sign bikeway routes, such as green-backed sharrows, white parking lines, new crosswalks and signage on a pair of north-south streets and brand them as "Neighborhood Bikeways" so that they attract bicyclists away from Broad Street and serve as bicycle friendly streets. As a pair they would create a bicycle friendly corridor serving the heart of South Philadelphia, a rapidly revitalizing area that has a high bicycle mode share.

$250,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 103218 ***Ashton Road Grade Crossing***

LIMITS Between Tolbut Street and Jenny Place — Est Let Date: 5/17/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S8

PLAN CENTER: — DOI: No — IPD: 3

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

This project will install a railroad warning lights at the Ashton Road grade crossing which is located between Tolbut Street and Jenny Place the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX			215									
		0	**0**	**215**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**215**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 103219 ***Blue Grass Road Grade Crossing***

LIMITS Between Gregg Street and Welsh Road — Est Let Date: 6/14/2018

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S8

PLAN CENTER: Suburban Center — DOI: No — IPD: 7

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 5H

PennDOT Class: Rail Highway Grade Crossing — PennDOT Improvement: Rail Highway Grade Crossing — NHPP:

This project will install a railroad warning lights at the Blue Grass Road grade crossing which is located between Gregg Street and Welsh Road the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX					215							
		0	**0**	**0**	**0**	**215**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**0**		**Total FY2021-2024**			**215**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 103563 ***I-95: Bridge Street Ramps (Section BS5)*** **New-B**

LIMITS N. Delaware Ave. Extension from Buckius St. to tacony St. Est Let Date: 10/3/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City FC: AQ Code:2035M

PLAN CENTER: DOI: No IPD: 6

PROJECT MANAGER: AECOM/P. Shultes CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project is a a construction breakout of Section BSR (MPMS #47811). The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	SXF		1,968										
ROW	581		32										
UTL	SXF	3,000											
CON	NHPP					14,448							
CON	581					3,612							
CON	NHPP						14,448						
CON	581						3,612						
CON	NHPP							14,448					
CON	185							3,612					
CON	NHPP								14,448				
CON	185								3,612				
		3,000	**2,000**	**0**	**0**	**18,060**	**18,060**	**18,060**	**18,060**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,000**		**Total FY2021-2024**		**72,240**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 104179 ***Philadelphia Traffic Calming (ARLE 5)***

LIMITS City of Philadelphia — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: MS/V. Temino — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This project was selected as part of PennDOT's Automated Red-Light Enforcement (ARLE) Round 5 program. A toolbox of traffic calming measures will be employed together with clear warrants for their use for 10 to 15 locations citywide.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104243 ***I-95 Central and South Philadelphia Project Development*** — **Return**

LIMITS Spring Garden to Broad — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP:

PennDOT Class: Study Phase of Project — PennDOT Improvement: Study Phase of Project — NHPP: Y

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	TOLL												
STUDY	NHPP	1,300											
STUDY	TOLL												
STUDY	STU		1,454										
STUDY	STP		546										
STUDY	NHPP		1,590										
STUDY	TOLL												
STUDY	NHPP			411									
		1,300	**3,590**	**411**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,301**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 104284 ***Frankford Creek Greenway Section 1***

LIMITS Aramingo Drive to Delaware Avenue — Actl Let Date: 3/23/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

The project will fund the construction for the greenway from Aramingo Dr. to Delaware Ave, linking two integral disconnected trail facilities and the surrounding on-road bicycle network. Significant amount of unused right-of-way on Wheatsheaf Lane and Lewis Street provides opportunity to convert area into multi-use greenway sidepath without changing lane widths and maintaining the functionality of roadway. Gateways at either end of greenway will provide trail users with information and directional signage which will direct greenway users to the East Coast Greenway (Port Richmond Trail) and Adams Avenue Connector. The route will be 100% within City right of way along Wheatsheaf Lane, Richmond Street and Lewis Street, connecting Adams Ave Connector to East Coast Greenway.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received $1,000,000 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the $7.8 million awarded to the region. Statewide, PennDOT made $33 million available for 56 projects across the state.

This project additionally received $1,250,000 DVRPC/Large Urbanized Area regional (TAU) funds.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
CON	TAP	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104367 ***Robbins Ave ISIP***

LIMITS Robbins Avenue (SR 0013) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This project will install pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at 4 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	175											
CON	sHSIP		325										
		175	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 104368 ***Cottman Ave ISIP***

LIMITS Cottman Avenue (SR 0073) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers at 16 intersections and additional second overhead signals for motor vehicles on Cottman Ave at 8 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	280											
CON	sHSIP		520										
		280	**520**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**800**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104381 ***Levick Street ISIP***

LIMITS Levick Street (SR 1008) — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B, 5G

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP: Y

This project will install pedestrian countdown signal heads at 8 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers and mast arms with two overhead signals for motor vehicles on Levick Street at 7 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	344											
CON	sHSIP		639										
		344	**639**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**983**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 104383 ***Kelly Drive Novachip*** **Return**

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:S2

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Traff/A. Patel CMP: Not SOV Capacity Adding CMP Subcorridor(s): 3A

PennDOT Class: Safety Improvement PennDOT Improvement: Safety Improvement NHPP: Y

This project will install the Novachip application to address the wet pavement crashes on a corridor. The resurfacing involves applying Novachip to the pavement, which is a thin application of liquid asphalt emulsion and a single layer of stone, coated with asphalt. The purpose of this Novachip application is to seal the pavement from water and extend the life of the pavement. The life cycle of very high friction values for a Novachip application has shown to be approximately ten years which is in line with replacement of any asphalt pavement surface.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	350											
		350	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**350**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104385 ***Ridge Ave ISIP***

LIMITS Ridge Avenue (SR 3009) Est Let Date: 6/22/2017

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:2020M

PLAN CENTER: Metropolitan Center DOI: No IPD: 7

PROJECT MANAGER: Traff/A. Patel CMP: Not SOV Capacity Adding CMP Subcorridor(s): 15A

PennDOT Class: Safety Improvement PennDOT Improvement: Safety Improvement NHPP:

This project will install pedestrian countdown signal heads at 12 intersections to mitigate crossing during the flashing hand interval. The project will also install new 170 controllers at 11 intersections with mast arms and two overhead signals per approach for motor vehicles Ridge Ave. at 11 intersections. The corridor will be interconnected with fiber optic cable.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	420											
CON	sHSIP		780										
		420	**780**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,200**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105092 ***Citywide Resurfacing 104***

LIMITS City of Philadelphia

Est Let Date: 12/21/2017

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of this project is to restore roadway surfaces to fully functional and optimal conditions; provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians; and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:
5th St. - Lehigh Ave. to Luzerne St.; G001, Minor Arterial
40th St. - Baltimore Ave. to Girard Ave.; G080, Urban Collector
Bainbridge St. - Broad St. to Grays Ferry Ave.; G022, Urban Collector
Enterprise Ave. - Island Ave. To I-95; G178, Minor Arterial
Green Ln - Main St. to Ridge Ave.; G558, Minor Arterial
Island Ave. - Penrose Ave. to Enterprise Ave.; G178, Minor Arterial
Krewstown Rd. - Grant Ave. to Rising Sun Ave.; G497, Minor Arterial
Leverington Ave. - Main St. to Ridge Ave.; G114, Minor Arterial
Morrell Ave. - Academy Rd. to Frankford Ave.; G701, Urban Collector
South St. - Broad St. to Front St.; G018, Minor Arterial/Principal Arterial

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	764											
FD	LOC	191											
CON	STU		4,079										
CON	LOC		1,019										
CON	STP			4,079									
CON	LOC			1,019									
CON	STU				1,053								
CON	LOC				265								
		955	**5,098**	**5,098**	**1,318**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**12,469**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105290 ***Ben Franklin Bridge Operational Improvements***

LIMITS Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

DOI: No

IPD: 2

PROJECT MANAGER: AECOM/P. Shultes

CMP:

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP: Y

This project will improve traffic operations on the eastbound approach to the Benjamin Franklin Bridge by realigning the Fifth Street approach and installing new traffic signal equipment, signage, and intelligent transportation systems (ITS).

Currently eastbound vehicles approach the Bridge from I-676 (Vine Street Expressway), Sixth Street, Race Street, and Fifth Street. Drivers must execute a series of turn and merge maneuvers within a short distance. The existing geometry and lane configuration on these approaches reduces operating speeds and creates vehicular conflicts. The proposed improvements would provide motorists positive guidance for merging, advanced warning of lane drops and advanced guidance for lane selection.

Related to MPMS #72597

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	STU				400								
CON	TOLL												
CON	STU			2,061									
CON	TOLL												
CON	STU					1,289							
		0	**0**	**2,061**	**400**	**1,289**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,461**		**Total FY2021-2024**		**1,289**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 105488 ***Citywide Resurfacing 105***

LIMITS City of Philadelphia

Est Let Date: 2/15/2018

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: TWB/V. Fleysh

CMP:

PennDOT Class: Highway Restoration

PennDOT Improvement: Highway Restoration

NHPP:

The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped - with the exception of Germantown Avenue, which is surfaced with historically-designated granite block pavers. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

-Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
-Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
-St. Martins Lane., Highland Ave. to Mermaid Ln.
-Mermaid Lane, St. Martins Ln. to McCallum St.
-McCallum Street, Mermaid Ln. to Allens Ln.
-Germantown Avenue, Bethlehem Pike to Rex Ave.
-Ogontz Avenue, Cheltenham Avenue to Belfield Avenue

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	STU	679											
FD	LOC	170											
CON	STU												
CON	LOC												
CON	STU												
CON	LOC												
CON	STU				4,079								
CON	LOC				1,019								
CON	STU								8,158				
CON	LOC								2,038				
		849	**0**	**0**	**5,098**	**0**	**0**	**0**	**10,196**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**5,947**	**Total FY2021-2024**			**10,196**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105695 ***Cottman Avenue Corridor*** **New**

LIMITS Cottman Avenue from Castor Avenue to Roosevelt Boulevard — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project addresses a section of Cottman Avenue consisting of five lanes: two eastbound lanes, one center lane and two westbound lanes. This is a heavily trafficked commercial corridor is a concentration point for pedestrian-related crashes. It consists of design and construction of fiber optic signal interconnect as well as safety and transit improvements which also leverage and green storm water management infrastructure and pedestrian enhancements. The project seeks to improve safety and the user experience for pedestrians, transit riders and drivers within this busy transit hub. Currently, the center lane alternates between a dedicated left turn lane and a shared left turn lane. The project proposal calls for the construction of medians will lead to clearer definition of turn bays and more reliable traffic progression and safer pedestrian crossing and circulation. These segments have been chosen mitigate pedestrian activity with the effect on vehicular traffic. The medians will incorporate stormwater management practices contributing to environmental benefits as well.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	25											
PE	LOC	25											
FD	A-073	25											
FD	LOC	25											
CON	A-073	678											
CON	LOC	678											
		1,456	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,456**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105696 ***Germantown Avenue Fiber Connection and Pedestrian*** **New**

LIMITS Walnut Lane to Washington Lane, Johnson to Upsal Streets, and Seymour to Rockland Streets — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 6

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will extend the City's fiber optic network along the Germantown Avenue commercial corridor serving the northwest section of the City including historic Germantown and Mt. Airy. The corridor is served by the longest transit Route in the City (SEPTA Route 23) which has been identified for potential restoration of trolley service. This is a prime location for future implementation of TSP. The project incorporates a number of pedestrian improvements including pedestrian countdown signals and LED pedestrian street lights to fill in five blocks cut out of previous pedestrian lighting projects because of funding limitations.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	12											
PE	LOC	12											
FD	A-073	12											
FD	LOC	13											
CON	A-073	361											
CON	LOC	361											
		771	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**771**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 105697 ***Roosevelt Boulevard ITS Communication Expansion*** **New**

LIMITS Roosevelt Boulevard from Southampton Road to Harbison Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: Suburban Center — DOI: No — IPD: 7

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Installation of OTN switches and related communication hardware at 29 controllers along Roosevelt Blvd in order to access and connect to the city's integrated traffic management system (KITS). Roosevelt BlVD is a Class 1 Arterial street with several transit routes. Roosevelt Blvd is not presently tied into the integrated traffic management system (KITS). Signals along this corridor regularly experience communication breakdowns. State has already approved fiber optic cable installation with direct connection to the traffic management center.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	131											
CON	LOC	131											
		262	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**262**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105698 ***West Girard Avenue Signal Upgrades*** **New**

LIMITS West Girard Avenue between W. College Avenue & N. 31st Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: Metropolitan Center — DOI: No — IPD: 6

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Proposed project will include the following improvements: Streetscape improvements including gateway features at both ends of West Girard Avenue shopping district, street trees, wayfinding signage and repair of existing Belgian block. Full signal upgrades, including controller upgrades, fiber interconnect installation along the corridor to optimize signals and to communicate directly with TOC for real-time Kimley-Horn integrated traffic systems (KITS) management. The project location is a dilapidated, but vital, commercial section of Lower North Philadelphia. Existing problems include pedestrian accessibility and safety, lack of a positive sensibility, aging infrastructure, aging traffic equipment, and a lack of communication with the future City Traffic Operations Center.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073	10											
PE	LOC	10											
FD	A-073	10											
FD	LOC	10											
CON	A-073	270											
CON	LOC	260											
		570	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**570**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106362 ***Westmoreland Street over Conrail (TIGER)*** **New**

LIMITS Between 3rd and 4th Streets — Est Let Date: 8/10/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 6

PROJECT MANAGER: HNTB/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will remove the Westmoreland Street pedestrian footbridge over the abandoned rail right-of-way between 3rd and 4th Streets and replace it with a continuous, at-grade roadway including ADA-compliant sidewalks. Located in close proximity to two schools, a recreation center, the new roadway will provide continuous vehicle access and increased pedestrian safety, improving neighborhood circulation and connectivity.

This project has been awarded $2,000,000 in Federal TIGER grant funding which will be used for construction. All other costs will be covered by the City.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	450											
FD	LOC	300											
CON	TIGER		1,010										
CON	LOC												
		750	**1,010**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,760**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 106708 ***I-95 Planning Assistance*** **New**

LIMITS I-95 Corridor Philadelphia — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — MRPID:65

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

Tasks:

1.Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
2.Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
3.Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
4.Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line.
5.Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
6.Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
7.Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
8.Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.

9.Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
10.Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
11.Coordinate with freight industry representatives on construction activities and detour routes.
12.Provide mapping and Geographic Information Systems (GIS) support as requested.
13.Provide support in coordinating and developing legal agreements, as needed.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	STU		124										
PRA	581		31										
		0	**155**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**155**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 106991 ***5th Street Signal Improvements*** **New**

LIMITS Godfrey Ave to Cheltenham Ave — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 8

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will systematically implement low-cost improvements at signalized intersections inclucing signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 5th Street from Godfrey Avenue to Cheltenham Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	125											
FD	sHSIP	175											
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106992 ***2nd Street Signal Improvements*** **New**

LIMITS Lehigh Avenue to Rising Sun Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersections inclucing signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 2nd Street from Lehigh Avenue to Rising Sun Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	125											
FD	sHSIP	175											
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 106993 ***Frankford Ave Signal Improvements*** **New**

LIMITS Girard Avenue to Knights Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps and intersection lighting. The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Replacing the existing outdated signal controllers results in the need to address coordination along the corridor, and installing interconnect to ensure effective progression along this corridor of closely spaced traffic signals to help mitigate congestion-related crashes, minimize aggressive driving, and operate the corridor on a real-time basis from the City's new Traffic Operations Center. The project will also include the installation of curb extensions as traffic calming measures at select documented problematic locations to improve pedestrian safety.

The limits of the signalized interconnect is Frankford Avenue from Girard Avenue to Knights Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	150											
FD	sHSIP	250											
		400	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**400**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106994 ***Rising Sun Ave Signal Improvements*** **New**

LIMITS Wingohocking Street to Olney Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Rising Sun Avenue from Wingohocking Street to Olney Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	125											
FD	sHSIP	175											
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 106995 ***Castor Ave Signal Improvements*** **New**

LIMITS Aramingo Avenue to Hunting Park Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD: 7

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The project will address intersection and pedestrian vital safety focus areas. The project will also systematically implement low-cost improvements at signalized intersection including overhead signals, signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Castor Avenue from Aramingo Avenue to Hunting Park Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP	150											
FD	sHSIP	250											
		400	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**400**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107181 ***Chelten-Greene Plaza Reconstruction (TAP)*** **New**

LIMITS Chelten-Greene Plaza — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD: 6

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The City will implement a more cohesive design of the Chelten-Greene Plaza, as the plaza needs to be replaced. A stakeholder group of businesses, residents, and community leaders agreed upon the following guiding principles:

1) Create a gateway into Vernon Park and the Chelten Avenue business district;
2) Create a plaza space that feels larger, safer, and more open;
3) Provide adequate bus shelter space;
4) Connect the plaza to Vernon Park, both physically and visually; and
5) provide a safe route to school for approximately 450 students who attend the Imani Education Circle.

Charter School, a K-8th grade school located across the street from the site at 5612 Greene Street.
The existing plaza was constructed approximately 30 years ago. Currently, the plaza is in poor physical condition. Specific challenges include: a sunken portion that tends to collect litter and is generally unoccupied because it is perceived as dirty and unsafe; a lack of ADA-compliant curb ramps between the Plaza and adjacent blocks; and a lack of connection to Vernon Park, despite being directly adjacent.

The project was awarded $370,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU			370									
		0	0	370	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			370	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 107182 ***City of Philadelphia SRTS (Non-infrastructure) (TAP)*** **New**

LIMITS — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will fund a comprehensive SRTS program that will plan, implement, and evaluate activities to encourage walking and biking to school: bicycle and pedestrian safety student lessons, encouragement activities, traffic education to families and neighbors, enforcement near key schools, funding SRTS manager, and outreach.

Project was awarded $450,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			0	Total FY2021-2024			0	Total FY2025-2028			0

Philadelphia

MPMS# 107183 ***Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)*** **New**

LIMITS Stephen Girard Elementary School and Southwark School — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC:

PLAN CENTER: — DOI: No — AQ Code:A2 — IPD: 8

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

A critical pedestrian and bicycle safety infrastructure around two of our highest crash schools will be installed. This will complement current child pedestrian and bicycle safety education efforts.Two schools have been selected for pedestrian and bicycle safety infrastructure improvements, including Stephen Girard Elementary School and Southwark School. Both schools are located in South Philadelphia in dense urban neighborhoods.

Project was awarded $950,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU		950										
		0	**950**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**950**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107197 ***Manayunk Bridge Trail Site Amenities (TAP)*** **New**

LIMITS Philadelphia to Montgomery County — No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City — FC:

PLAN CENTER: — DOI: No — AQ Code:A2 — IPD: 2

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will add site amenities to the Manayunk Bridge Trail which connects Philadelphia and Montgomery Counties: lighting, benches, planters and signage will provide for greater usage and safety. The Manayunk Bridge Trail connects Philadelphia to Lower Merion Township in Montgomery County over the Schuylkill River connecting the Schuylkill River Trail/Manayunk Canal Towpath/Main Street in Manayunk to Cynwyd Heritage Trail in Bala Cynwyd.

Project was awarded $600,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately $7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	TAU			600									
		0	**0**	**600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**600**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107198 ***Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)*** **New**

LIMITS High priority bicycle corridors throughout the City — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2020M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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 AvenuesTwo 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.

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		250										
CON	TOLL												
CON	TAU			262									
CON	TOLL												
CON	TAU				38								
		0	**250**	**262**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**550**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107508 ***Holme Avenue over Wooden Bridge Run*** **New**

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Holme Avenue Bridge is a single span, closed spandrel concrete arch bridge that carries a four lane road and a striped median with flanking sidewalks over Wooden Bridge Run in Pennypack Park, Philadelphia. Construction on the bridge was completed in 1921. Reinforced concrete sidewalks were replaced in 2016 with the replacement of an adjacent bridge. The rehabilitation of the Holme Avenue Bridge will include sealing cracks; concrete repairs to arches, arch rings, spandrel walls, substructure units, and pylons as needed; select concrete repairs to retain integrity of the railing system; conserving bridge plaques; tree and vegetation removal; debris removal from the stream channel; rebuilding the drainage headwalls; and removal of concrete foundations in the stream channel.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	TOLL												
FD	STP	20											
		20	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**20**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107596 ***Signal Integration - 2015 ARLE (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The City of Philadelphia's has nearly 3,000 traffic signals distributed throughout the City of Philadelphia. Many of these signals were installed decades before computerized and centralized control systems were widely developed. The City has upgraded about 1,000 intersections to Type 170 controllers. Most of the Type 170 controllers are on high-volume arterial corridors and most are being linked to permit centralized control. The City also has dozens of ITS devices that will be brought on-line. The City has recently upgraded its KITS software system which provides the ability to controls these signals and devices, but needs to migrate the signals into the new software system. This new system will allow the City to control all Type 170 controllers and ITS equipment in the system (many through web access) and will increase the number of signal timing plans in each individual signal.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	300											
		300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107597 ***Low Cost Safety Improvements - 2015 ARLE (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Safety evaluations and audits will occur at target locations where there are disproportionate numbers of crashes at intersections and corridors throughout the City. Evaluations will identify straight-forward means to correct issues and help target potential low cost safety improvements. Such low cost improvements will include pavement marking and signing, green bicycle conflict zones, rumble strips, semi-permanent curb extensions, and more. Reducing motor vehicle speeds to 25mph or less can significantly diminish severe and fatal pedestrian crashes. A toolbox of low cost traffic calming measures will also be employed together with clear warrants for their use. Low Cost Safety measures have been found to improve traffic safety for all users, especially pedestrians. Studies have shown that slower speeds in urban areas, result in fewer crashes in general, but also dramatically reduce severe and fatal pedestrian crashes when speeds are less than 25mph. In addition to pavement marking, signing, and signal retiming, other low-cost improvements can be found in the traffic calming toolbox, as per Philadelphia's Complete Streets manual as well as PennDOT's Publication 383, Traffic Calming Handbook. A combination of low cost measures including vertical and/or horizontal deflection as traffic calming will be employed as appropriate on a case by case basis. These measures are specifically designed to improve safety, enhance mobility, and improve air quality. When a street is perceived as safer to walk or ride bicycle, mode-share increases and simultaneously helps to reduce congestion and pollution caused by vehicle emissions.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107598 ***LED Street Lighting - 2015 ARLE (ARLE 6)*** **New**

LIMITS — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will increase pedestrian safety through improved street lighting while promoting walkability within commercial and residential corridors. The project will help to encourage walkability after dark, helping to create a sense of place while reducing crime, improving the local economy, and boosting civic pride and engagement. LED Street lighting has proven to be a significantly better light source in terms of the expected maintenance, energy efficiency, and quality of light. Better street lighting, including sidewalks helps to improve personal safety and transportation safety, while also encouraging walking as a more favorable mode of transportation. Some LED lighting has already been installed in Philadelphia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	525											
		525	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**525**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107599 ***Fiber Optic Network expansion - 2015 ARLE (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. As the City of Philadelphia builds a centrally located Traffic Control Network, the "last mile" of previous arterial upgrades must be connected, thus enhancing the City's communication infrastructure. As Intelligent Transportation Systems grow with technology, the City of Philadelphia must participate; evaluating and incorporating future growth of the network with CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, Ramp Metering, etc.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	275											
		275	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**275**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107600 ***Chestnut & Walnut Streets Fiber Optic Network - 2015 ARLE (ARLE 6)*** **New**

LIMITS Cobbs Creek Parkway to 34th Street — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: Metropolitan Center — DOI: No — IPD:

PROJECT MANAGER: Valerie Temino — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The City of Philadelphia is currently in the process of expanding and upgrading a number of arterials with state-of-the-art technology by incorporating them into an automated traffic management system (ATMS). With the installation of such technology, new signal controllers are being interconnected with single-mode fiber optic cable. Arterial upgrades on critical streets like Chestnut and Walnut Streets must be interconnected to enhance the City's communication and transportation infrastructure. Incorporating these improvements on Chestnut and Walnut will permit the City of Philadelphia to enhance, evaluate, and incorporate future growth specific to these corridors, not only permitting better signal operations maintenance, but also permitting the incorporation of CCTV, Video Detection, Microwave Detection, Passive Loops, GPS Preemption, Temperature Sensing Loops, Smart sensing LED's, etc.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244	700											
		700	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**700**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107631 ***Navy Yard Contra Flow Loop Shuttle***

LIMITS Between Navy Yard and AT&T Station on Broad St Line — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:M1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Funding will allow the existing shuttle service between the Navy Yard and AT&T Station on SEPTA's Broad Street Line to increase to 11 minute headways by adding second loop shuttle for service throughout the day.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ			416									
		0	**0**	**416**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**416**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107637 ***Ramping up to Rapid Transit on Roosevelt Boulevard*** **New**

LIMITS No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City FC: AQ Code:2020M

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: EE/DVRPC/JPB CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Construction of ten bus stations on Roosevelt Blvd. to support enhanced express bus service between Frankford Transportation Center and Neshaminy Mall. Stations are the first step in introducing enhanced express service on Roosevelt Blvd.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ	2,286											
CON	TOLL												
CON	STU	320											
		2,606	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,606**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107654 ***CNG Philadelphia*** **New**

LIMITS City of Philadelphia No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: EE/DVRPC/J.Banks CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Purchase 25 CNG waste haulers. Fueling station will be at Balfour and Venango St.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ	586											
CON	TOLL												
CON	CAQ		1,108										
CON	TOLL												
CON	CAQ			306									
		586	**1,108**	**306**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107698 ***I-76 Bridge Repair Section SRE*** **New**

LIMITS University Avenue through Arch Street — Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: HNTB/N.Velaga — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The scope of this project contains replacement/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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	300											
FD	581	300											
CON	TOLL												
CON	NHPP		13,182										
CON	TOLL												
CON	NHPP			13,698									
		600	**13,182**	**13,698**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**27,480**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107803 ***2016 Phila Co ADA Ramps*** **New-B**

LIMITS City of Philadelphia — Est Let Date: 8/24/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC:

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traffic/F.Hanney — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is Design Build.This project involves the construction of ADA ramps in Philadelphia County. This project contains 88 ADA ramps from the District ADA Transition List.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	75											
CON	TOLL												
CON	STU	700											
CON	TOLL												
CON	STU		427										
		775	**427**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,202**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107826 ***South St.-Christian St. Trail Ext (MTF)*** **New**

LIMITS South Street to Christian Street — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The final phase of construction for the South Street to Christian St extension of the Schuylkill River Trail; tasks include trail and plaza paving, fencing, trail furniture installation, landscaping, irrigation, pavement markings, and signage.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC	35											
CON	411	912											
CON	LOC	238											
		1,185	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,185**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107831 ***Make Way for Children Phila*** **New**

LIMITS Frances Willard Elementary, Commodore John Barry Elementary and John H. Taggart Elementary — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/A. Kim — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project invests in critically needed pedestrian and bicyclist safety infrastructure along corridors to three public elementary schools that have been identified as "high child pedestrian crash schools." The three elementary schools that have been identified are Frances Willard Elementary, Commodore John Barry Elementary and John H. Taggart Elementary in Philadelphia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	411	812											
		812	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**812**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107832 ***City Ave (US 1) Road/Ped Safety Improvements (MTF)*** **New**

LIMITS City Line Ave.- between Conshohocken Rd and Lancaster Ave. No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City FC: AQ Code:R1

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: AECOM/A. Kim CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Road and pedestrian safety improvements on City Avenue, Philadelphia. The project will include the installation of 100 ft. left turn lanes at Old Lancaster Avenue and 54th Street. In addition, the project will include the improvement of pedestrian facilities, such as the reconstruction raised crosswalks and installation of ADA ramps.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	411	890											
		890	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**890**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107870 ***Logan Pointe Roadway (MTF)*** **New**

LIMITS Wyoming Avenue between 11th and Roosevelt Boulevard No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City FC: AQ Code:S10

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: AECOM/A. Kim CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The Logan Pointe Roadway Improvements Project will prepare the Logan Triangle in N. Philadelphia for redevelopment by vacating a series of unused, dilapidated streets and completely reconstructing the arterial access roads, 9th St. & Wyoming Ave.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	411	2,000											
		2,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 107999 ***S. 53rd St. & Baltimore Ave. Safety Improvements (TAP)*** **New**

LIMITS East and West Bound slip ramps on Baltimore Ave at intersection of S. 53rd St and Baltimore Ave — Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		600										
		0	600	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			600	Total FY2021-2024			0	Total FY2025-2028			0

MPMS# 108009 ***Demand-Driven Indego Expansion*** **New**

LIMITS City of Philadelphia — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAP		985										
		0	985	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			985	Total FY2021-2024			0	Total FY2025-2028			0

Philadelphia

MPMS# 108090 ***Citywide Resurfacing 106*** **New**

LIMITS City of Philadelphia — Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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
G Street (G495) from Hunting Park Avenue to Wyoming Avenue
Rising Sun Avenue (G003) from Broad Street to Luzerne Street
Kensington Avenue (G046) from Allegheny Avenue to Frankford Avenue
Kensington Avenue (G046) from Allegheny Avenue to Front Street
Front Street (G005) from Kensington Avenue to Girard Avenue
Fairmont Avenue (G502) from Broad Street to Kelly Drive

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP		480										
PE	LOC		120										
FD	STP		368										
FD	LOC		92										
FD	STU			32									
FD	LOC			8									
CON	STU							4,000					
CON	LOC							1,000					
CON	STU								4,800				
CON	LOC								1,200				
		0	**1,060**	**40**	**0**	**0**	**0**	**5,000**	**6,000**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,100**		**Total FY2021-2024**		**11,000**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 108092 ***Citywide Resurfacing 107*** **New**

LIMITS City of Philadelphia — Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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 7th Street
Race Street (G010) from 5th Street to 2nd Street
22nd Street (G011) from Snyder Avenue to South Street
22nd Street (G011) from South Street to Market Street
22nd Street (G011) from Market Street to Benjamin Franklin Parkway
Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue
Tasker Street (G014) from Columbus Boulevard to 34th Street
Morris Street (G012) from Columbus Boulevard to 34th Street

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	520											
PE	LOC	130											
FD	STP	8											
FD	LOC	2											
FD	STP				432								
FD	LOC				108								
CON	STU					1,693							
CON	LOC					1,170							
CON	STU						4,010						
CON	LOC						1,136						
CON	STU							120					
CON	LOC							30					
CON	STU								790				
CON	LOC								64				
		660	**0**	**0**	**540**	**2,863**	**5,146**	**150**	**854**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,200**	**Total FY2021-2024**			**9,013**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 108095 ***Citywide Resurfacing 108*** **New**

LIMITS City of Philadelphia

Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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 Martin Luther King Jr. Drive to Presidential Boulevard
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) from Leverington Avenue to Ridge Avenue
Shurs Lane (G111) from Main Street to Ridge Avenue
Domino Lane (G139) from Ridge Avenue to Valley Avenue
Domino Lane (G139) from Ridge Avenue to Umbria Street
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 38th Street
Spruce Street (G066) from 34th Street to South Street
34th Street (G051) from Spruce Street to Walnut Street

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	520											
PE	LOC	130											
FD	STP			70									
FD	LOC			17									
FD	STP				374								
FD	LOC				94								
CON	STU					4,800							
CON	LOC					1,200							
CON	STU						4,800						
CON	LOC						1,200						
		650	**0**	**87**	**468**	**6,000**	**6,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,205**		**Total FY2021-2024**		**12,000**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 108097 ***Citywide Resurfacing 109*** **New**

LIMITS City of Philadelphia

Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

All street segments will have cobbles reset, and base repaired, and historically designated cobble stone on Dock Street, Spruce Street, 38th Parallel Place and Front Street. 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:
Dock Street (G307) from 2nd Street to 38th Parallel Place
Dock Street (G710) from 38th Parallel Place 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 Callowhill Street to Vine Street

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STP	240											
PE	LOC	60											
FD	STP	120											
FD	LOC	30											
FD	STP		40										
FD	LOC		10										
CON	STU							4,000					
CON	LOC							1,000					
		450	**50**	**0**	**0**	**0**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**5,000**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 108098 ***Citywide ADA Ramps 2*** **New**

LIMITS City of Philadelphia

Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU			528									
PE	LOC			132									
FD	STU			244									
FD	LOC			61									
CON	STU								3,200				
CON	LOC								800				
		0	**0**	**965**	**0**	**0**	**0**	**0**	**4,000**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**965**		**Total FY2021-2024**			**4,000**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 108099 ***Falls Road Bridge*** **New**

LIMITS Falls Road Bridge — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: TSS/S. New — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183		480										
PE	LOC		120										
PE	183			480									
PE	LOC			120									
FD	183			320									
FD	LOC			80									
FD	183				320								
FD	LOC				80								
		0	**600**	**1,000**	**400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 108129 ***MLK Drive over Schuylkill River*** **New**

LIMITS MLK Drive — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

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 is work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	183		240										
PE	LOC		60										
PE	183			240									
PE	LOC			60									
FD	183			320									
FD	LOC			80									
		0	**300**	**700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109461 ***Castor Avenue Signal Modernization*** **New**

LIMITS Castor Avenue from Cottman Avenue to Oxford Circle — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will fund the design and construction of signal modernization for 12 traffic signals on Castor Avenue from Cottman Avenue to Oxford Circle. Proposed work includes but is not limited to traffic signing and pavement marking; construction of concrete sidewalk and ADA ramps; installation of upgraded traffic signal controllers, conduit, junction boxes and all necessary hardware; and approximately 20,000 linear feet of fiber optic cable for interconnection and communications with the City's Traffic Operations Center.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	2,800											
		2,800	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,800**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 109462 ***Cheltenham Avenue Signals and ITS*** **New**

LIMITS 24 traffic signals on Cheltenham Avenue from Ivy Hill Road to Crescentville Road — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will fund design and construction of signal modernization for 24 traffic signals on Cheltenham Avenue from Ivy Hill Road to Crescentville Road. Proposed work includes but is not limited to traffic signing and pavement marking; construction of concrete sidewalk and ADA ramps; installation of upgraded traffic signal controllers, conduit, junction boxes and all necessary hardware; and a 4.25 mile fiber optic cable for interconnection and communications with District 6's and the City's Traffic Operations Centers. Equipment updates will include ITS permitting left turn actuation, smart camera technology, weather monitoring, and transit signal priority.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	A-073	7,100											
		7,100	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**7,100**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109843 ***Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go)*** **New**

LIMITS — No Let Date

IMPROVEMENT

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The consultant will provide for the necessary arterial traffic signals/ITS design to supplement the I-76 Integrated Corridor Management Project. This project will develop all of the necessary design and construction documentation needed to modernize the traffic signal systems and ITS devices in the City of Philadelphia based on the I-76 Traffic Signal Management Plan, Memorandum of Understanding (MOU) Agreement, concept of operations and system engineering report completed under different agreements. The targeted corridors include: Ridge Avenue, Henry Avenue, Belmont Avenue, and U.S. 1/City Avenue.

This agreement includes but is not limited to data collection, traffic analysis, preliminary engineering, environmental clearances, final design, plan development, PS&E requirements, right-of-way acquisition services and consultation during construction. Also as indicated under services, coordination and collaboration is required with the following other agreements:

•E03582 - Green Light-Go Technical Support - Southeastern Region
•E03803 -76 Integrated Corridor Management Project
•E03918 Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreement (Montgomery County)
•E03920 - District 6 Transportation Systems Management and Operations (TSMO) Support Contract
•Other identified ECMS, Highway Occupancy Permit (HOP) or Municipal Projects identified by the Department
The consultant will manage assignments with routine project status meetings to identify the next steps of the project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073		1,500										
		0	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 109902 ***Philadelphia Historic Streets Restoration (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will provide for the restoration of a small portion of the City of Philadelphia's inventory of streets classified as historic, many of which are paved with cobblestones, Belgian block, wood block, brick, or other historic materials. Restoration will improve vehicular flow including bicycles, assure that crosswalks can be negotiated by persons in wheelchairs or pulling or pushing other wheeled devices, and reduce tripping hazards for pedestrians in crosswalks.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		200										
		0	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**200**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109903 ***Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements (ARLE 6)*** **New**

LIMITS Roosevelt Boulevard in Philadelphia — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will modify critical intersections along Roosevelt Boulevard to help slow traffic, improve sight distance between drivers and pedestrians, and provide safer pedestrian connections to transit stops.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		300										
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**300**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 109904 ***Eakins Oval Low Cost Safety Projects (ARLE 6)*** **New**

LIMITS Intersections in the vicinity of Eakins Oval in Philadelplhia — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will design and construct low cost improvements for the Spring Garden Street Tunnel (that passes under Eakins Oval) and approximately 15 intersections on and around Eakins Oval.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		300										
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**300**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

MPMS# 109905 ***Philadelphia Citywide Pedestrian Countdown Signals (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will procure and install pedestrian countdown signals at intersections throughout the City of Philadelphia where previously none existed or with outmoded signal heads, in order to make crossing intersections safer for pedestrians.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**500**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 109906 ***Philadelphia Citywide Intersection Modifications (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will identify locations and implement intersection modifications to help slow traffic, improve sight distance between drivers and pedestrians, and reduce pedestrian vulnerability by reducing pedestrian crossing time.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		1,200										
		0	**1,200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,200**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 109907 ***Philadelphia Citywide Rectangular Rapid Flashing Beacons (ARLE 6)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S7

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will identify non-signalized intersections or mid-block locations with heavy pedestrian movements and install Rectangular Rapid Flashing Beacons.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 110644 ***Baxter Trail/Delaware Waterfront Mitigation Improvements*** **New**

LIMITS Multi-Use Trail connecting Pennypack Street to Pennypack Path along Delaware Waterfront — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: PWB/V. Fleysch — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will combine the construction and rehabilitation of physical features including ballistic baffles and berms to safely redirect, or in some cases absorb stray projectiles, and where appropriate, to eliminate blue sky from the perspective of range users. Physical improvements will be supplemented with education strategies. This mitigation will facilitate normal use of the ranges and the Baxter trail. It will improve safety on the Delaware River, including along the eastern banks in New Jersey.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	LOC		243										
FD	LOC			405									
CON	LOC				3,238								
CON	LOC					3,237							
		0	**243**	**405**	**3,238**	**3,237**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,886**		**Total FY2021-2024**		**3,237**		**Total FY2025-2028**		**0**	

MPMS# 110934 ***Philadelphia Citywide Traffic Calming (ARLE 7)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

Funds will be used to establish a citywide program to implement traffic calming strategies at various locations. Solutions will be determined based on the most current crash data, intersection/roadway geometry, and degree of pedestrian activity.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		1,200										
		0	**1,200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,200**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 110935 ***Philadelphia Neighborhood Slow Zones (ARLE 7)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

Funding will be used to establish a citywide program to implement low cost strategies to support Philadelphia's Vision Zero initiative, including the Neighborhood Slow Zone Program to implement designs that will slow driver speeds and encourage safer driving behaviors.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		1,000										
		0	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110936 ***20th St/Penrose Ave/Moyamensing Ave/Packer Ave Intersection Improvement (ARLE 7)*** **New**

LIMITS 20th St/Penrose Ave/Moyamensing Ave/Packer Ave — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:R1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Minor SOV Capacity — CMP Subcorridor(s): 3A, 6C

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will realign and upgrade the geometry at the intersection of 20th Street/Penrose Avenue/Moyamensing Avenue and Packer Avenue.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		1,500										
		0	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 110937 ***Philadelphia Citywide Fiber Optic Expansion (ARLE 7)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will establish a citywide program to connect various arterial corridor traffic signals back to the City's Traffic Management Center using fiber optic cable communications.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		1,000										
		0	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110938 ***Philadelphia Citywide Pedestrian and Bicyclist Connections (ARLE 7)*** **New**

LIMITS Citywide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will establish a citywide program intended to select up to three locations to connect pedestrians and bicyclists between residential neighborhoods, parks, and employment centers.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 110939 ***Roosevelt Boulevard Bus Station Pedestrian Safety Improvements*** **New**

LIMITS Five signalized intersections on Roosevelt Boulevard — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project will improve the following five signalized intersections by improving vehicle and pedestrian safety at transit stops: Pratt Street and Roosevelt Boulevard; Langdon Street and Roosevelt Boulevard; Rising Sun Avenue and Roosevelt Boulevard; 5th Street and Roosevelt Boulevard; and Broad Street and Roosevelt Boulevard.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	244		500										
		0	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110958 ***Castor Avenue Roundabout*** **New**

LIMITS Castor Avneue (SR 1005) and Wyoming Avenue — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City — FC: — AQ Code:X5

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traff/A. Patel — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Roundabout installation at Castor Avneue (SR 1005) and Wyoming Avenue

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		300										
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**300**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 111067 ***Frankford Avenue Study*** **New**

LIMITS Frankford Avenue (SR 2007/US 13) from Cheltenham Ave. to Rhawn St. No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City FC: AQ Code:X1

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: HNTB/R. Whittington CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Frankford Avenue, otherwise known as State Route (SR) 2007/US 13. 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 integrate 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 there 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 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.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	581			300									
		0	**0**	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**300**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 111515 ***Cherokee Street Bridge over Valley Green Road*** **New**

LIMITS Cherokee Street Bridge over Valley Green Road No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: TSS/GANNETT/S. New CMP:

PennDOT Class: PennDOT Improvement: NHPP:

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	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	SSTP		204										
FD	SSTP			136									
CON	SSTP				1,660								
		0	**204**	**136**	**1,660**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Philadelphia	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$173,612	$191,289	$153,733	$130,407	$649,041	$291,520	$9,649

Various

MPMS# 17876 ***Road/Resurfacing/Rehabilitation***

LIMITS Region-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.
TOLL CREDIT

This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	103											
CON	581												
CON	581												
CON	STU												
CON	581							320					
CON	STU								3,210				
CON	581								2,000				
CON	581									2,963			
CON	STU											2,222	
CON	STU												15,006
CON	STP												2,868
CON	581												12,138
		103	**0**	**0**	**0**	**0**	**0**	**320**	**5,210**	**2,963**	**0**	**2,222**	**30,012**
		Total FY2017-2020			**103**	**Total FY2021-2024**			**5,530**	**Total FY2025-2028**			**35,197**

Various

MPMS# 17891 ***RideECO Mass Marketing Efforts SR:0000***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: DVRPC/E. Burke

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase RideECO sales.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	200											
PRA	LOC	50											
PRA	CAQ		200										
PRA	LOC		50										
		250	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 17900 ***Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

Funds are allocated accordingly:$200,800 CAQ/$50,200 Match ($34,200 State Appropriations 581/$16,000 RideECO) for DVRPC UPWP; $53,960 CAQ to each of the 5 regional TMA's; $120,000 CAQ to SEPTA; $62,200 to City of Philadelphia/Clean Air Council.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	673											
PRA	581	50											
PRA	LOC	116											
PRA	CAQ												
PRA	581												
PRA	LOC												
PRA	CAQ												
PRA	581												
PRA	LOC												
PRA	CAQ												
PRA	581												
PRA	LOC												
		839	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**839**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 17928 ***Air Quality Partnership***

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP:

This project will fund forecasting services by the University of Maryland, faxing services, a random telephone survey at the conclusion of the season to determine the penetration of the message, the kickoff event and the printing of promotional literature, and the development and placement of broadcast and print advertising.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	100											
PRA	LOC	25											
PRA	CAQ		100										
PRA	LOC		25										
		125	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**250**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 48197 ***CSX Trenton Line Clearance Project***

LIMITS Park Junction to Delaware River — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:M9

PLAN CENTER: Suburban Center — DOI: — IPD: 8

PROJECT MANAGER: MAL/M. LANG — CMP: Not SOV Capacity Adding — lor(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP:

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate double stack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 16 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

This project received a TEA 21 earmark PA ID#127 for $5,000,000, a portion of which was used for design work.

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ*		1,000										
		0	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 48199 ***Transportation Management Associations (TMA) SR:0000***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

NHPP:

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ												
PRA	LOC												
PRA	CAQ		100										
PRA	LOC		25										
PRA	CAQ												
PRA	LOC												
PRA	CAQ												
PRA	LOC												
		0	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**125**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 48201 ***DVRPC Competitive CMAQ Program***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction

PennDOT Improvement: Congestion Reduction

NHPP:

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

MPMS #96221 - Multi-modal Access to New Britain Train Station -$212,000 ($169,600 CMAQ/ $42,400 Matching funds)
MPMS #96215 - City Avenue Adaptive Signals - $1,143,500 ($800,000 CMAQ/ $343,500 Matching funds)
MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - $600,000 ($400,000 CMAQ/ $200,000 Matching funds)
MPMS #96227 - Traffic Operations Center Cameras - $600,000 ($480,000 CMAQ/ $120,000 Matching funds)
MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - $260,253 CMAQ/ $304,832 Matching funds)
MPMS# 96240 - Park Road Trail - $1,455,908 ($764,726 CMAQ/ $691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS# 107636 - Neshaminy Greenway Trail -$2,279,000 ($1,823,000 CMAQ/ $456,000 Matching funds)
2) MPMS# 107630 - Paoli Pike Trail Segment D-E -$2,415,000 ($1,736,000 CMAQ/ $679,400 Matching funds)
3) MPMS# 107652 - US 202/US 1 ITS Corridor -$3,300,000 ($3,300,000 CMAQ/ State Matching funds)
4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -$3,082,500 ($1,589,500 CMAQ/ $438,000 Matching funds/$1,055,000 HSIP)
5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -$700,000 ($560,000 CMAQ/ $140,000 Matching funds)
6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -$909,818 ($727,854 CMAQ/ $181,964 Matching funds)
7) MPMS# 107649 - Connecting Wallingford to Mass Transit -$471,162 ($370,168 CMAQ/ $100,994Matching funds)
8) MPMS# 107650 - Easton Road Traffic Signal System Project -$975,244 ($780,195 CMAQ/ $195,049Matching funds)
9) MPMS# 107644 - Fayette Street Traffic Signal Improvements – Phase 2 -$870,999 ($799,606 CMAQ/ $71,393 Matching funds)
10) MPMS# 107640 - Route 463 Traffic Signal System Project -$1,141,450 ($913,160 CMAQ/ $228,290 Matching funds)
11) MPMS# 107646 - West Main Street Traffic Signal Improvements -$551,455 ($487,825 CMAQ/ $63,630 Matching funds)
12) MPMS# 107633 - Plymouth Township CNG -$644,944 ($515,955 CMAQ/ $128,989 Matching funds)
13) MPMS# 107654 - Advancing CNG in Philadelphia -$7,154,000 ($2,000,000 CMAQ/ $3,350,000 Matching funds)
14) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -$2,989,500 ($1,999,500 CMAQ/ $990,000 Matching funds)
15) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -$2,575,000 ($2,020,000 CMAQ/ $555,000 Matching funds)
16) MPMS# 107632 - Fox Chase Lorimer Trail -$1,004,700 ($868,700 CMAQ/ $136,000 Matching funds)
17) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -$845,040 ($416,280 CMAQ/ $428,760 Matching funds)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ												
CON	CAQ												
CON	CAQ			2,548									
CON	CAQ				12,309								

Various

0	0	2,548	12,309	0	0	0	0	0	0	0	0
Total FY2017-2020		14,857		Total FY2021-2024		0		Total FY2025-2028		0	

MPMS# 48202 ***Regional GIS Support - DVRPC***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.
TOLL CREDIT

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	STU	350											
PE	TOLL												
PE	STU		350										
		350	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**700**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Various

MPMS# 57927 ***Regional Safety Initiatives (HSIP)***

LIMITS Region-wide — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:S6

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - $500,000 for Final Design, $252,000 for Utility
MPMS #85949 – SR 896 Safety Improvements – Chester County - $1,645,000 for Preliminary Engineering
MPMS #85417 - Allegheny Avenue Safety Improvements –Philadelphia - $1,190,000 for Preliminary Engineering, $955,000 for Final Design, $200,000 for Utility, $7,629,000 for Construction
MPMS #85419 - Erie Ave: Broad St. – K St. – Philadelphia - $600,000 for Preliminary Engineering, $350,000 for Final Design, $475,000 for Utility, $4,4,769,000 for Construction
MPMS #80042 - PA 100 Corridor Safety Improvements - $178,000 for Preliminary Engineering, $477,000 for FinalDesign, $151,000 for ROW, $5,800,000 for Construction
MPMS #85415 - Olney Ave Safety Improvements - $850,000 for Preliminary engineering, $728,000 for Final Design, $5,004,000 for Construction

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:
MPMS #57625 - Route 232 Swamp Road Safety Improvements - $3,501,000 CON

Chester County:
MPMS #80042 - PA 100 Corridor Safety Improvements – $6,500,000 CON

MPMS #85949 – SR 896 Safety Improvements – $1,000,000 ROW/ $250,000 UTL/ $8,200,000 CON

Delaware County:
MPMS #48168 - Baltimore Pike Signals – Project was let for construction on 4/17/2014.
MPSM #107642 - Smithbridge Road Corridor - $3,082,500 ($1,589,500 CMAQ/ $438,000 Matching funds/$1,055,000 HSIP) CON

Philadelphia:
MPMS #85417 - Allegheny Avenue Safety Improvements – $200,000 UTL/ $100,000 ROW/ $7,000,000 CON

MPMS #85415 - Olney Avenue Safety Improvements –Project was let for construction on 5/21/2015

MPMS #85419 - Erie Ave: Broad St. – K St. –Project was let for construction on 7/16/2015

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –$1,200,000 FD/ $100,000 UTL/ $100,000 ROW/ $5,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –$300,000 FD/ $250,000 UTL/ $500,000 ROW/ $3,000,000 CON

MPMS #102506 – W. Phila. Intersection Upgrades - Project was let for construction on 8/14/2014

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP												
CON	HSIP		4,986										
CON	HSIP			13,653									
CON	HSIP				14,159								
CON	HSIP					14,159							
CON	HSIP						14,159						

Various

CON	HSIP							14,159							
CON	HSIP								14,159						
CON	HSIP									14,159					
CON	HSIP										14,159				
CON	HSIP											14,159			
CON	HSIP												14,159		
		0	**4,986**	**13,653**	**14,159**	**14,159**	**14,159**	**14,159**	**14,159**	**14,159**	**14,159**	**14,159**	**14,159**		
		Total FY2017-2020		**32,798**		**Total FY2021-2024**		**56,636**		**Total FY2025-2028**		**56,636**			

MPMS# 63406 ***Retrofit for Bike Lanes and Shoulders*** **Return**

LIMITS Regionwide No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various FC: AQ Code:NRS

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: TRAFF CMP:

PennDOT Class: Bicycle/Pedestrian PennDOT Improvement: Bicycle/Pedestrian NHPP:

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, and Montgomery counties.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	CAQ		529										
CON	CAQ		100										
		0	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**629**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Various

MPMS# 64652 ***Transportation Community Development Initiative (TCDI)***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to $100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU		1,200										
PE	LOC		300										
		0	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 64984 ***Transportation Alternatives Program (TAP) Line Item***

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

This line item sets aside the funding allocated by FHWA for the FAST Act's Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Program (TAP) in the DVRPC region. The TAP Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law sets up a direct allocation of TAP funds to urbanized areas with populations greater than 200,000, and all TAP funds must be awarded through a competitive process whether the funds be the regional MPO funds or from the statewide allocation. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects.

The FAST Act apportions $3,857,000 TAP funds in FY17, and $3,932,000 TAP funds annually, after FY2017, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2017 Round) of three years' worth of MPO funding occurred in Fall of 2017, with final projects awarded in January 2018. Selected projects will be assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

The following projects were approved through the TA Set-Aside program in Winter 2018:

Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #TBD - $995,000
Bucks – Iron Work Creek Sidewalk – MPMS #TBD – $894,000
Chester – Kennett Area Safer Active Transportation Routes – MPMS #TBD - $915,000
Chester – Paoli Trail, Segment A – MPMS #TBD - $483,000
Delaware – Pennsy Trail – Phase II Improvements – MPMS #TBD - $1,163,000
Montgomery – Jenkintown to Pennypack Trail – MPMS #TBD - $715,000
Montgomery – Parkside Cynwyd Trail Extension – MPMS #TBD - $534,000
Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #TBD - $300,000
Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #TBD - $1,000,000
Philadelphia – Restoration of Historic Shawmont Station – MPMS #TBD - $1,000,000

$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

The following projects were approved through the TAP program in Spring 2016:

Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 -$1,255,000
Chester – Paoli Pike Trail, Segment C – MPMS #107176 - $1,000,000
Delaware – Moore Road Sidewalk Project – MPMS #107177 - $825,000
Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - $280,000
Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - $750,000
Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - $850,000
Philadelphia – Chetlen-Greene Plaza Reconstruction – MPMS #107181 - $370,000
Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - $450,000
Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - $950,000
Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - $600,000
Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - $300,000

The following projects were approved through the TAP program in Spring 2014:

Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - $800,000
Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - $980,859
ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - $850,000
ChesCo – Village of Eagle Trail Connections – MPMS #102833 - $560,000
DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - $420,000
DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - $530,000
DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - $225,000
MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - $1,000,000
MontCo – Liberty Bell Trail Connection – MPMS #102837 - $635,000
Philadelphia Bike Share Program – MPMS #102838 - $1,250,000

Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - $250,000

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU	328											
CON	TAU												
CON	TAU												
CON	TAU				1,669								
CON	TAU					3,932							
CON	TAU						3,932						
CON	TAU							3,932					
CON	TAU								3,932				
CON	TAU									3,932			
CON	TAU										3,932		
CON	TAU											3,932	
CON	TAU												3,932
		328	**0**	**0**	**1,669**	**3,932**	**3,932**	**3,932**	**3,932**	**3,932**	**3,932**	**3,932**	**3,932**
		Total FY2017-2020		**1,997**		**Total FY2021-2024**		**15,728**		**Total FY2025-2028**		**15,728**	

MPMS# 65109 ***Transit Flex - SEPTA***

LIMITS System-wide — No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various — FC: — AQ Code:M1

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Public Transit — PennDOT Improvement: Public Transit — NHPP:

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2017-2020 funding in the amount of $68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
PE	FLEX												17,083
		17,083	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**	**17,083**
		Total FY2017-2020		**68,332**		**Total FY2021-2024**		**68,332**		**Total FY2025-2028**		**68,332**	

Various

MPMS# 66460 ***TAP Project Engineering and Management - DVRPC***

LIMITS Region-wide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various — FC: — AQ Code:X12

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: L. Guarini — CMP: Not SOV Capacity Adding

PennDOT Class: Transportation Enhancement — PennDOT Improvement: Transportation Enhancement — NHPP:

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	STU	520											
PE	581	130											
PE	STP		238										
PE	STU		552										
PE	581		59										
PE	581		138										
		650	**987**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,637**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 66461 ***CMAQ Project Engineering and Management - DVRPC***

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:X5

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Congestion Reduction — PennDOT Improvement: Congestion Reduction — NHPP:

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	CAQ	88											
PE	581	22											
PE	CAQ		88										
PE	581		22										
		110	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**220**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 72738 ***Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC***

LIMITS Region-wide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: James Mosca — CMP: Not SOV Capacity Adding

PennDOT Class: Intelligent Transportation System — PennDOT Improvement: Intelligent Transportation System — NHPP:

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	560											
PRA	581	140											
PRA	CAQ		560										
PRA	581		140										
		700	**700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,400**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 75854 ***District Program Management Services "A"***

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio — PennDOT Improvement: Planning/Research/Administration — NHPP:

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	1,500											
PE	581		1,500										
		1,500	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 75855 ***District Program Management Services "B"***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Planning/Research/Administratio PennDOT Improvement: Planning/Research/Administration

NHPP:

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	581	1,500											
PRA	581		1,500										
		1,500	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 79927 ***Highway Reserve Line Item-STP***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STP	19											
CON	581	677											
CON	STP												
CON	581												
CON	LOC		433										
CON	STP			2,045									
CON	581			643									
CON	STP												
CON	581				63								
CON	STP					2							
CON	STP						540						
CON	581												
CON	STP							135					
CON	STP								5				
		696	**433**	**2,688**	**63**	**2**	**540**	**135**	**5**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,880**		**Total FY2021-2024**			**682**	**Total FY2025-2028**			**0**

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 ***Bridge Reserve Line Item***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BON	208											
CON	BOO	304											
CON	BOF												
CON	185												
CON	LOC												
CON	BOF		251										
CON	185												
CON	LOC												
CON	185			38									
CON	185				831								
CON	LOC				185								
CON	185					15							
CON	185												
CON	185									25			
		512	**251**	**38**	**1,016**	**15**	**0**	**0**	**0**	**25**	**0**	**0**	**0**
		Total FY2017-2020		**1,817**		**Total FY2021-2024**		**15**		**Total FY2025-2028**		**25**	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 ***STU Reserve Line Item***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU												
CON	581	998											
CON	LOC	40											
CON	STU												
CON	581												
CON	STU			1,770									
CON	581			728									
CON	LOC			853									
CON	STU				3,038								
CON	581				29								
CON	LOC				552								
CON	581					307							
CON	STU						2,782						
CON	581												
CON	STU									200			
		1,038	**0**	**3,351**	**3,619**	**307**	**2,782**	**0**	**0**	**200**	**0**	**0**	**0**
		Total FY2017-2020		**8,008**		**Total FY2021-2024**		**3,089**		**Total FY2025-2028**		**200**	

Various

MPMS# 80093 ***I-76, Regional Travel Information***

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townships

Est Let Date: 9/14/2017

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

FC: 11

AQ Code:S7

PLAN CENTER: Metropolitan Subcenter

DOI:

IPD: 2

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 3B, 3C

PennDOT Class: Intelligent Transportation System PennDOT Improvement: Intelligent Transportation System

NHPP: Y

This project will will implement a Variable Speed Limit System and a Queue Detection System along I-76 from I-276 to US 1. The new Variable Speed Limit and Queue Detection systems will utilize existing fiber optic communications infrastructure and existing ITS equipment supplemented with additional equipment for these new systems. The purpose is to improve safety and traffic operations along the corridor. Over 2100 crashes were reported along this roadway section between 2009 and 2013 with 66% being rear-end crashes. Variable Speed Limits are used to maximize capacity with uniform travel speeds, provide safer travel speeds for conditions, and reduce rear-end collisions. Queue Detection is used to reduce sudden stopping, reduce bottlenecks from rear end crashes and promote more uniform driver behavior. These systems are anticipated to reduce total number of crashes, accelerate response to crashes, alert drivers to emerging incidents, and reduce delays along the corridor.

This project was funded by a $3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	1,714											
CON	581	429											
CON	SXF		128										
CON	CAQ		6,695										
CON	STU												
CON	NHPP												
CON	581		1,706										
CON	STP												
CON	NHPP												
CON	581												
		2,143	**8,529**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**10,672**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 82216 ***NHPP Reserve Line Item***

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: L. Guarini — CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP												
CON	581	1,438											
CON	NHPP												
CON	581												
CON	NHPP												
CON	581												
CON	NHPP												
CON	581				100								
CON	581								572				
CON	NHPP									114			
CON	581									1,788			
		1,438	**0**	**0**	**100**	**0**	**0**	**0**	**572**	**1,902**	**0**	**0**	**0**
		Total FY2017-2020			**1,538**	**Total FY2021-2024**			**572**	**Total FY2025-2028**			**1,902**

MPMS# 83743 ***ADA Ramps Line Item***

LIMITS Region-wide — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various — FC: — AQ Code:A2

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: L. Guarini — CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	STU												
CON	581	1,866											
CON	STU						597						
CON	STP							4,218					
CON	STU									3,750			
CON	581									796			
		1,866	**0**	**0**	**0**	**0**	**597**	**4,218**	**0**	**4,546**	**0**	**0**	**0**
		Total FY2017-2020			**1,866**	**Total FY2021-2024**			**4,815**	**Total FY2025-2028**			**4,546**

Various

MPMS# 84059 ***Traffic Incident Management*** **Return**

LIMITS Broad St Intchge to Delaware State Ln No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various FC: 11 AQ Code:S7

PLAN CENTER: DOI: IPD:

PROJECT MANAGER: Goerge Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding

PennDOT Class: Intelligent Transportation System PennDOT Improvement: Intelligent Transportation System NHPP: Y

The project will include design of ITS devices along I-95 from the Delaware state line to Broad Street and along the I-476 corridor from I-95 to the St. David's interchange. The ITS devices will enable PennDOT to monitor I-95 and I-476, facilitate more efficient incident response and transportation management, and provide valuable information to travelers to improve the safety and efficiency of their experience on the I-95 corridor. The devices and locations scoped for this project will fit into PennDOT's overall I-95 Interstate ITS Completion Plan. The devices will be connected into PennDOT's fiber optic communications system and ultimately managed from PennDOT's Regional Transportation Management Center, located in the District 6-0 offices in King of Prussia, PA. The project also enhances PennDOT's cooperation and collaboration with regional stakeholders located in the study area, such as Delaware County, and the City of Philadelphia Streets Department, Sports Complex and Airport.

I-95, Section ITC (DelawareState Line to Girard Point Bridge)

This section of expressway spans 16 miles and consists of primarily 3 through lanes traveling in each direction. 14 interchanges, including an interstate-to-interstate interchange at Exit 7 (I-95/I-476) as well as the exit for the Philadelphia International Airport (Exit 10) are located in this section. As of 2007, the average AADT through this section was approximately 146,000 vehicles. ITS devices currently deployed include 2 north-facing DMS located north of PA-420 and north of Exit 9 respectively and 3 CCTV cameras located at the I-95/I-476 Interchange, Island Avenue, and Enterprise Avenue. In order to provide complete ITS coverage through this section, the I-95 Interstate ITS Completion Plan anticipates that additional ITS devices will be required. Five (5) DMS are envisioned, as well as 17 CCTV, 31 vehicle detectors, 16 AVI E-ZPass tag readers, and communications upgrades.

I-476 (I-95 to St. David's Interchange)

The I-476 reconstruction has already been awarded to a contractor for construction. As part of the I-476 RES project, several ITS devices are designed for deployment to provide full coverage along the I-476 corridor. However, the design did not include DMS signs and tag readers between I-95 and St. David's interchange. This project will design DMS signs and tag readers between I-95 and St. David's interchange, which will provide complete coverage along the I-476 corridor. 8 DMS are envisioned, as well as 13 AVI E-ZPass tag readers and communications upgrades.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 84318 ***CAQ Reserve Line Item***

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ												
CON	CAQ												
CON	CAQ			264									
CON	CAQ				779								
CON	CAQ					31,789							
CON	CAQ						24,946						
CON	CAQ							32,289					
CON	CAQ								32,289				
CON	CAQ									32,289			
CON	CAQ										32,289		
CON	CAQ											32,289	
CON	CAQ												32,289
		0	**0**	**264**	**779**	**31,789**	**24,946**	**32,289**	**32,289**	**32,289**	**32,289**	**32,289**	**32,289**
		Total FY2017-2020			**1,043**	**Total FY2021-2024**			**121,313**	**Total FY2025-2028**			**129,156**

MPMS# 84457 ***Signal Retiming Program***

LIMITS Region-wide — No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various — FC: — AQ Code:X1

PLAN CENTER: — DOI: — IPD:

PROJECT MANAGER: TWB/V. Fleysh — CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement — PennDOT Improvement: Safety Improvement — NHPP:

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ	350											
PRA	CAQ		350										
PRA	CAQ			350									
		350	**350**	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,050**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 86077 ***Enhance and Maintain Travel Forecasting Tools - DVRPC***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

NHPP:

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	STU	454											
PRA	TOLL												
PRA	STU		454										
		454	**454**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**908**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 89337 ***Bridge Rehab Group R*** **New**

LIMITS

Actl Let Date: 2/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

DOI: No

IPD: 2

PROJECT MANAGER: HNTB/NV

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Nine (9) structurally deficient bridges in Bucks, Chester and Montgomery Counties will be rehabilitated. Improvements are to include bridge deck repairs, latex concrete overlays, and structure repairs with minimal roadway improvement. An estimated service life extension of fifteen (15) years is anticipated.

The bridges are as follows:
Chester County:
1) US 1 Bypass (SB) over Church Road (Bridge Key 9907) in New Garden Township;
2) University Road over US 1 Bypass (Bridge Key 10575) in Upper Oxford Township;
3) Hayesville Road (T342) over US 1 Bypass (Bridge Key 9891) in Lower Oxford Township:

Montgomery County:
4) Cowpath Road over east Branch Perkiomen Creek (Bridge Key 27542) in Franconia Township;
5) Farmington Avenue over PA 100 (Bridge Key 27862) in Pottsgrove Township
6) Gypsy Lane (T711) over Schuylkill Expressway (Bridge Key 27239) in Upper Merion Township;
7) Spring Garden Street over Schuylkill Expressway (Bridge Key 27254) in West Conshohocken Borough.

Bucks County:
8) Thatcher Road over Tohickon Creek (Bridge Key 7413) in Richland Township:
9) Thatcher Road over Kimples Creek (Bridge Key 7414) in Haycock Township.

Work to be performed will additionally include District-wide “On-Demand” bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185	2,350											
CON	185		2,950										
		2,350	**2,950**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,300**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 92182 ***Expressway Service Patrol - Suburban Counties (2013-2016)***

LIMITS I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delaware, and Montgomery CO

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

DOI:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester , Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assitance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	STP	1,875											
CON	NHPP	317											
CON	TOLL												
CON	NHPP		1,875										
CON	TOLL												
CON	NHPP			1,875									
CON	NHPP				1,558								
		2,192	**1,875**	**1,875**	**1,558**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**7,500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 92184 ***Adj Box Beam Grp (J)*** **Return**

LIMITS Bucks: Falls, Northampton and Lower Southampton Townships Actl Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Perkiomen Township; Radnor Township; Cheltenham Township; Falls FC: AQ Code:S19

PLAN CENTER: DOI: DOI_BASE IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: Bridge Restoration PennDOT Improvement: Bridge Restoration NHPP: Y

Bridges to be worked on under Group J are:

1)Tullytown Road(SR 0013) over branch of Martins Creek, in Falls Township, Bucks County - Superstructure Replacement
2)Chinquapin Road(SR 2025) over Ironworks Creek, in Northampton Township, Bucks County - Superstructure Replacement
3)Bryn Mawr Avenue(SR 1032) over Ithan Creek, in Radnor Township, Delaware County - Superstructure Replacement
4)Skippack Pike(SR 0073) over Perkiomen Creek in Perkiomen Township, Montgomery Countyy - Superstructure Replacement
5)New Second Street(SR 2060) over Tacony Creek in Cheltenham Township, Montgomery Couny - Superstructure Replacement
6) Drainage improvements for the SR 611 (Broad Street) Bridge over Roosevelt Boulevard (US 1) in Philadelphia
7) Sidewalk repairs for SR 32 (Main Street) bridge over Aquetong Creek in New Hope, Bucks County
8) Parapet capstone repairs for SR 1013 (Dark Hollow Road) bridge over Tohickon Creek in Tinicum Township, Bucks County

Along with District-wide “On Demand” bridge repairs.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581	200											
CON	581		500										
		200	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**700**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 95447 ***County Bridge Line Item***

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

DOI:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Replacement

PennDOT Improvement: Bridge Replacement

NHPP:

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County
-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township,
FY14 FD $59,000, FY14 CON $1,194,000. Total cost $1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.
-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp,
PE $10,000, FD $60,000, Construction $535,000. The total cost of this project is $605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.
-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244
PE $5,000, FD $25,000, Construction $335,000. The total cost of this project is $365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.
-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, FY16 PE $300,000. FY19 FD $375,000, FY21 ROW $90,000, FY22 UTL $50,000, FY24 CON $2,000,000. The total cost of this project is $2,630,000.

Chester County
-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FY14 FD $120,000, FY14 ROW $31,000, FY14 CON $1,021,000. The total cost of the project is $1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.
-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, FY14 PE $300,000, FY15 FD $300,000. FY20 ROW $75,000, FY22 CON $1,904,000. The total cost of this project is $2,579,000.
-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, FY15 PE $300,000, FY18 FD $200,000, FY20 ROW $40,000, FY22 CON $1,400,000. The total cost of this project is $1,940,000.

Delaware County
-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, FY14 PE $350,000, FY17 FD $250,000, FY17 ROW $50,000, FY17 UTL $50,000, FY19 CON $2,200,000. The total cost of this project is $2,900,000.
-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, FY16 PE $410,000, FY18 FD $300,000, FY18 ROW $50,000, FY18 UTL $50,000, FY20 CON 2,850,000. The total cost of this project is $3,660,000.
-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, FY17 PE $400,000, FY18 FD $300,000, FY18 ROW $50,000 FY18 UTL $50,000, FY20 CON $2,900,000.The total cost of this project is $3,700,000.

Montgomery County
-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township,
FY14 PE $350,000, FY18 FD $300,000, FY21 ROW $25,000, FY22 UTL $50,000, FY24 CON $850,000. The total cost of this project is $1,575,000
-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FY16 FD $143,000, FY16 CON $432,000. The total cost of this project is $575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.
-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FY16 FD $350,000, FY16 CON $650,000. The total cost of this project is $1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.
-Store Road Bridge (MPMS #98228) in Lower Salford Township FY16 PE $11,000, FY16 FD $80,000, FY16 CON $300,000. The total cost of this project is $391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia
-59th Street over Amtrak (MPMS #98229) FY14 PE $960,000, FY18 FD $640,000, FY24 CON $8,000,000. The total cost of this project is $9,600,000;
-Woodland Avenue over SEPTA (MPMS #98232) FY14 PE of $480,000, FY15 FD $320,000, FY18 CON $952,000, FY19 CON $2,000,000,

Various

FY20 CON $464,000, FY21 CON $584,000. The total cost of this project is $4,800,000. Drawn down in FY14 of the FY2013 TIP.
-Tabor Road over Tacony Creek (MPMS #98230) FY15 PE $240,000, FY18 FD $160,000, FY24 CON $2,000,000. The total cost of this project is $2,400,000.

Round 2 (summer 2016 selections):
MPMS #s will be created once invoices are received by PennDOT.

Bucks County
-Milford Square Pike over Unami Creek - CB #252 (MPMS #TBD), Milford Township,
PE $15,000, FD $50,000, CON $550,000. Total cost $400,000. This is a retro-reimbursement project.
-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #TBD), Middletown Township,
PE $25,000, FD $75,000, ROW $25,000, CON $550,000. Total cost $675,000. This is a retro-reimbursement project.
-Mill Creek Road over Martins Creek - CB #250 (MPMS #TBD), Falls Township,
PE $75,000, FD $250,000, ROW $50,000, CON $2,200,000. Total cost $2,625,000. This is a retro-reimbursement project.

Chester County
-State Street in Avondale - CB #289 (MPMS #TBD), Avondale Borough,
PE $100,000, FD $250,000, ROW $20,000, UTL $150,000 CON $1,800,000. Total cost $2,320,000. This is a retro-reimbursement project.
-Mill Road in Tredyffrin Twp - CB #167 (MPMS #TBD), Tredyffrin Township,
Study $150,000, PE $300,000, FD $300,000, ROW $75,000, UTL $100,000, CON $2,000,000. Total cost $2,925,000. This is a retro-reimbursement project.
-Bertolet School Road - CB #196 (MPMS #TBD), East Vincent Township,
Study $200,000, PE $450,000, FD $300,000, ROW $75,000, UTL $100,000, CON $2,775,000. Total cost $3,900,000. This is a retro-reimbursement project.

Delaware County
-Paper Mill Road over Carby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township,
PE $200,000, FD $100,000, ROW $15,000, CON $1,100,000. Total cost $1,415,000. This is a retro-reimbursement project.
-Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township,
PE $400,000, FD $400,000, ROW $50,000, CON $2,500,000. Total cost $3,350,000. This is a retro-reimbursement project.

Mongtomgery County
-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough,
PE $350,000, FD $200,000, ROW $60,000, UTL $40,000, CON $2,500,000. Total cost $3,150,000. This is a retro-reimbursement project.
-Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township,
PE $350,000, FD $200,000, ROW $60,000, UTL, $40,000, CON $2,550,000. Total cost $3,200,000. This is a retro-reimbursement project.
-Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township,
PE $350,000, FD $250,000, ROW $25,000, UTL, $20,000, CON $4,355,000. Total cost $5,000,000. This is a retro-reimbursement project.

City of Philadelphia
-MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia,
PE $600,000, FD $400,000, CON $5,000,000. Total cost $6,00,000.
-Falls Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia,
PE $1,200,000, FD $800,000, CON $10,000,000. Total cost $12,000,000.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF	1,000											
PE	183												
PE	LOC	452											
PE	BOF		1,600										
PE	LOC		462										
FD	BOF	560											
FD	183												
FD	LOC	140											
FD	BOF		970										
FD	183		2										
FD	LOC		494										
FD	183			46									
FD	LOC			399									
FD	183						500						

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

FD	LOC						2,000								
ROW	183														
ROW	LOC	15													
ROW	183		1												
ROW	LOC		69												
ROW	183			52											
ROW	LOC			13											
ROW	183					400									
ROW	LOC					100									
UTL	183														
UTL	LOC	20													
UTL	183														
UTL	LOC		191												
UTL	183			40											
UTL	LOC														
UTL	183					320									
UTL	LOC					80									
CON	BOF	107													
CON	183														
CON	LOC	4													
CON	BOF		658												
CON	183														
CON	LOC		71												
CON	BOF			4,514											
CON	183														
CON	LOC			1,131											
CON	BOF				337										
CON	183				461										
CON	183				1,307										
CON	LOC				2,107										
CON	BOF					582									
CON	183					1,550									
CON	LOC					1,625									
CON	BOF						1,900								
CON	183						4,666								
CON	LOC						3,061								
CON	BOF							2,244							
CON	183							2,280							
CON	LOC							1,761							
CON	183								5,737						
CON	581								1,828						
CON	LOC								1,434						
CON	183									9,539					
		2,298	**4,518**	**6,195**	**4,212**	**4,657**	**12,127**	**6,285**	**8,999**	**9,539**	**0**	**0**	**0**		
		Total FY2017-2020		**17,223**		**Total FY2021-2024**		**32,068**		**Total FY2025-2028**		**9,539**			

Various

MPMS# 96072 ***Ches/Del/MontCo Deck Seal*** **Return**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various FC:

PLAN CENTER: DOI: No AQ Code:S10

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: Bridge Preservation - Federal PennDOT Improvement: Bridge Preservation - Federal NHPP: Y

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	NHPP	28											
		28	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**28**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 96215 ***City Ave Adaptive Signals*** **Return**

LIMITS No Let Date

IMPROVEMENT

MUNICIPALITIES: Lower Merion Township; Philadelphia City FC:

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks CMP:

PennDOT Class: Air Quality PennDOT Improvement: Air Quality NHPP:

Additional equipment at signalized intersections for approximately 22 intersections within the City Avenue Corridor (7 intersections on City Avenue from I-76 to Conshohocken State Road, 10 intersections on City Avenue from Bala Avenue to E. Lancaster Avenue will be installed. The traffic signals at these intersections will be evaluated for fully-actuated/adaptive operations and provide variable green time to accommodate traffic fluctuations.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	CAQ		275										
		0	**275**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**275**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 97311 ***Transportation Community Development Initiative (TCDI) Administration***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	STU	120											
PRA	TOLL												
PRA	STU		120										
		120	**120**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**240**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 102105 ***Municipal Bridge Line Item***

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Twelve (12) projects requesting $10.6 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #36 below).

Bucks County
(1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - $1,059,094 ($847,275 State 183/$211,819 Local) (Bridge Key 7599) - MPMS #86209 - Construction Completed
(2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - $394,133 ($315,306 State/$78,827 Local) (Bridge Key 48823) - MPMS #103828

Chester County
(3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- $2,100,000 ($1,680,000 State 183/$420,000 Local) (Bridge Key 10821) - MPMS #14363;
(4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - $675,000 ($540,000 State 183/$135,000 Local) (Bridge Key 10774) - MPMS #86293;
(5) East Boot Road Bridge over Ridley Creek in East Goshen Township $500,000 ($400,000 State 183/$100,000 Local)(Bridge Key 10781) - MPMS #103573 - Construction Completed;
(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township $400,000 ($320,000 State 183/$80,000 Local) (Bridge Key 10829) - MPMS #103574 - Construction Completed.

Delaware County
(7) South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township $1,084,000 ($867,200 State 183/$216,800 Local) (Bridge Key 15432) - MPMS #104196;
(8) Bullens Lane Bridge over Crum Creek in Ridley Township - $980,000 ($784,000 State 183/$196,000 Local) (Bridge Key 15433) - MPMS #103573.

Montgomery County
(9) Virginia Drive over Pine Run Bridge in Upper Dublin Township - $2,165,000 ($1,732,000 State 183/$433,000 Local) (Bridge Key 28046) - MPMS #103341 - Construction Completed;
(10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - $1,850,000 ($1,480,000 State 183/$370,000 Local) (Bridge Key 28044) - MPMS #103340 - Construction Completed;
(11) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - $1,613,000 ($1,290,400 State 183/$322,600 local) (Bridge Key 28019) - MPMS #103466 - Construction Completed;
(12) County Line Road Bridge in Douglass Township - $594,500 ($475,600 State 183/$118,900 local) (Bridge Key 28052) - MPMS #16257.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	183	1,148											
CON	LOC	361											
CON	183		191										
CON	LOC		679										
CON	183												
CON	LOC			237									
CON	183				486								
CON	LOC				530								
CON	183					1,600							
CON	LOC					400							

Various

CON	183						1,283								
CON	LOC						378								
CON	183							1,149							
CON	LOC							218							
CON	183								1,600						
CON	LOC								336						
CON	183														875
		1,509	**870**	**237**	**1,016**	**2,000**	**1,661**	**1,367**	**1,936**	**0**	**0**	**0**	**875**		
		Total FY2017-2020		**3,632**		**Total FY2021-2024**		**6,964**		**Total FY2025-2028**		**875**			

MPMS# 102106 ***Structurally Deficient Bridge Line Item***

LIMITS Region Counties and City of Philadelphia — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various — FC: — AQ Code:S19

PLAN CENTER: — DOI: Yes — IPD:

PROJECT MANAGER: L. Guarini — CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

This line item is a set aside for rehabilitation or replacement of candidate structurally deficient bridges that have been identified in the DVRPC region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	BOF	365											
CON	185					1,249							
CON	BOF						10,000						
CON	185						479						
CON	BOF							10,000					
CON	BOF								12,244				
CON	BOF									12,244			
CON	185									1,588			
CON	BOF										12,244		
CON	BOF											12,244	
CON	581											3,345	
CON	185											11,603	
CON	BOF												12,244
CON	STP												8,636
CON	581												1,807
CON	185												28,341
		365	**0**	**0**	**0**	**1,249**	**10,479**	**10,000**	**12,244**	**13,832**	**12,244**	**27,192**	**51,028**
		Total FY2017-2020		**365**		**Total FY2021-2024**		**33,972**		**Total FY2025-2028**		**104,296**	

Various

MPMS# 102107 ***Bridge On Demand Line Item***

LIMITS Region Wide — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: L. Guarini — CMP:

PennDOT Class: Reserve Line Item — PennDOT Improvement: Reserve Line Item — NHPP:

Bridge On-Demand Reserve Line Item
Districtwide
Bridge Replacement/Rehabilitation/Preservation activities

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	185		1,500										
CON	185			239									
CON	185												
CON	185						1,249						
		0	**1,500**	**239**	**0**	**0**	**1,249**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,739**		**Total FY2021-2024**		**1,249**		**Total FY2025-2028**		**0**	

MPMS# 102132 ***Roadway Departure Safety Implementation Program*** **Return**

LIMITS Region Wide — Actl Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:S6

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Funding will be provided to allow a District-wide Roadway Departure Implementation Plan (RDIP) to address the top ranked feasible locations within each of the eight countermeasure categories. The District will identify a typical set of improvements for each of the countermeasures from which the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. Prioritization will involve a dual approach - working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TOLL												
CON	HSIP	392											
CON	sHSIP	430											
CON	sHSIP		5										
		822	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**827**		**Total FY2021-2024**		**0**		**Total FY2025-2028**		**0**	

Various

MPMS# 102275 ***Study Line Item***

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Study Phase of Project

PennDOT Improvement: Study Phase of Project

NHPP:

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581			100									
PE	581				500								
PE	581					670							
PE	581						330						
PE	581							1,000					
PE	581												4,300
		0	**0**	**100**	**500**	**670**	**330**	**1,000**	**0**	**0**	**0**	**0**	**4,300**
		Total FY2017-2020			**600**	**Total FY2021-2024**			**2,000**	**Total FY2025-2028**			**4,300**

Various

MPMS# 102318 ***Bridge Group M*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Gannett/V. Genua CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Five bridges in Bucks and Chester counties that are structurally deficient will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:
Dublin Pike Road over Deep Run (Bridge Key 6987) in Hilltown Township; and
Butler Avenue over Branch of West Neshaminy Creek (Bridge Key 6913) in New Britain Township.

The bridges in Chester County are:
PA 926/West Street Road over Radley Run (Bridge Key 10284) in Thornbury Township;
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10511) in Newlin Township; and
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10510) in Newlin Township.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	STU		40										
ROW	185		10										
ROW	STU			40									
ROW	185			10									
UTL	STU	80											
UTL	185	20											
CON	185			2,000									
CON	185				1,000								
CON	185					2,200							
		100	**50**	**2,050**	**1,000**	**2,200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,200**		**Total FY2021-2024**		**2,200**		**Total FY2025-2028**		**0**	

Various

MPMS# 102321 ***District Wide Bridge Rehab Group Q*** **New**

LIMITS 232/HBQ — Actl Let Date: 4/20/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD: 6

PROJECT MANAGER: AECOM/K. Caparra — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

District Wide Bridge Rehabilitations (Group Q) consists of the following structures:
(1) Second St Pike over Br Mill Cr (BMS #09-0232-0180-2404) - $500,000 preliminary cost estimate
(2) Hares Hill Road over French Creek (BMS #15-1045-0020-1201) - $400,000 preliminary cost estimate
(3) Forty Foot Road bridge over Skippack (BMS #46-1006-0020-0000) - $600,000 preliminary cost estimate
(4) Baltimore Pike/Darby Creek (BMS #23-2016-0170-0000) - $750,000 preliminary cost estimate
(5) State Rd over Cobbs Creek (BMS #23-2026-0080-3034) - $500,000 preliminary cost estimate
(6) Wissahickon Ave/Monoshone Creek (BMS #67-4003-0040-1932) - $750,000 prelminary cost estimate

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	TOLL												
UTL	STP	50											
CON	185	1,750											
CON	185		2,222										
CON	185			2,054									
CON	185				2,473								
		1,800	**2,222**	**2,054**	**2,473**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**8,549**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 102572 ***High Friction Surfaces*** **Return**

LIMITS Various high-crash roadway curves in District 6-0 — Actl Let Date: 7/3/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:S2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This project was selected by District 6-0 Traffic Unit and Bureau of Highway Traffic Safety District and approved for HSIP funding by PennDOT's Central Office Safety Engineering and Risk Management section among a series of low/mid-cost systematic safety improvement projects. High Friction Surface projects were approved based on an analysis of crash locations that have a history of slide-off-the-road crashes. Funds will provide for the installation of high friction surfaces (HFS) (or the highest level of skid resistance) on top of existing roadway to decrease the number of crashes along high crash roadway curves throughout the DVRPC five-county region in Pennsylvania. Applying HFS contributes to vehicular safety by helping motorists maintain better control in dry and wet driving conditions, particularly at locations where they may brake excessively (e.g., when driving around a curve).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP	11											
CON	HSIP												
		11	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**11**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 102665 ***Signal Upgrade Line Item***

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

PennDOT Class: Reserve Line Item

PennDOT Improvement: Reserve Line Item

NHPP:

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ				1,000								
		0	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 104363 ***ISIP Open End Project***

LIMITS Region-wide

Actl Let Date: 11/3/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

District 6-0 will advertise an Open End (Construction On-Demand) project for "Intersection Safety Implementation Plan" to address the top-ranked feasible locations within five countermeasure categories. Prioritization will involve a dual approach, working down the provided ISIP lists for each category, as well as focusing on ISIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	sHSIP	2,000											
CON	sHSIP		925										
		2,000	**925**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**2,925**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 104364 ***RDIP Open End Project***

LIMITS Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

PennDOT Class: Safety Improvement

PennDOT Improvement: Safety Improvement

NHPP:

District 6-0 will advertise an Open End (Construction On-Demand) project for "Roadway Departure Implementation Plan" to address the top-ranked feasible locations within eight countermeasure categories. Prioritization will involve a dual approach, working down the provided RDIP lists for each category, as well as focusing on RDIP locations that are also within the limits of the 225 District 6-0 locations currently identified on the statewide High Crash List.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	sHSIP	2,000											
CON	sHSIP		925										
		2,000	**925**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,925**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 104369 ***Bridge Bundling 2015*** **Return**

LIMITS Various No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Gannett/V. Genua CMP: Not SOV Capacity Adding

PennDOT Class: Bridge Restoration PennDOT Improvement: Bridge Restoration NHPP:

The PennDOT Local Bridge Bundling program is a state sponsored program for local bridge projects, in which the purpose is to select and repair bridges that have the same structure type with the same design requirements and are located geographically close to each other in order to induce cost and time savings.

PennDOT has made a total of $4,700,000 federal sSTP funds for 15 bridges in the DVRPC Pennsylvania region that are expected to be let for construction in October of 2015 and are listed as follows:

Bucks County:
1. Willow Road Bridge (Bridge Key 7629) in Northampton Township
2. Moyer Road Bridge (Bridge Key 7613) in Hilltown Township
3. Fredericks Bridge 14J08 (Bridge Key 7516) in East Rockhill Township
4. Warrington Township 33J02 (Bridge Key 7531) in Warrington Township
5. Alden Avenue 38H05 (Bridge Key 7606) in Falls Township
6. Springfield Street (Bridge Key 7643) in Springfield Township
7. Snowball Gate 42H02 (Bridge Key 7490) in Middletown Township
8. Perkasie Boro 20H02 (Bridge Key 7482) in Perkasie Borough

Delaware County:
9. Paper Mill Road Road (Bridge Key 15434) in Springfield Township

Montgomery County:
10. Easton Road (Bridge Key 27989) in Cheltenham Township
11. Oreland Mill Bridge 31B09 (Bridge Key 28042) in Springfield Township
12. Trewigtown Road 17A06 (Bridge Key 28018) in Hatfield Township
13. Keebler Road Bridge (Bridge Key 28125) in Upper Merion Township
14. Violet Lane Bridge (Bridge Key 47474) in Lower Merion Township
15. Remington Road Bridge (Bridge Key 28022) in Lower Merion Township

Construction for the Montgomery County bridges are funded in MPMS #105127

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	BOF												
CON	TOLL												
CON	BOF		34										
		0	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**34**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 104639 ***Travel Monitoring***

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: James Mosca

CMP:

PennDOT Class: Planning/Research/Administratio PennDOT Improvement: Planning/Research/Administration

NHPP:

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at http://www.dvrpc.org/traffic. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:
1) Coordinate with PennDOT and member governments to review traffic count locations.
2) Establish weekly schedules, manpower assignments, and control procedures.
3) Collect traffic data at approximately 3,000 selected locations.
4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:
1) Computer database file containing new and updated traffic counts
2) Transmittals of traffic data to DOTs, member governments, and interested parties

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	STU	120											
PRA	TOLL												
PRA	TOLL												
PRA	STU		120										
		120	**120**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**240**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 104794 ***Masonry Stone Arch Bridges – Group T*** **New**

LIMITS Various locations Districtwide — No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/K. Caparra — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

The proposed scope of work for these bridges includes reconstruction of the arch barrel, spandrel walls, and wing walls as needed; excavation and replacement of the arch backfill with lightweight concrete; and reconstruction of the stone masonry parapets with reinforced concrete cores tied to a full-width moment slab. The approach and bridge roadways will be resurfaced and guiderail attachments will be replaced. The project will also include the installation of scour protection measures where needed. Some of the bridges will require additional work including the resetting of capstones, installation of weep holes, anchoring of bricks with helical rods, rebuilding of collapsed masonry buttresses, replacement of sidewalks, and completion of concrete repairs.

•The bridge in Chester County is: Mansion Road over the South Branch of French Creek

•The bridges in Delaware County are: Bryn Mawr Avenue over a Branch of Meadow Brook Creek; In addition to this structure and the bridge noted below, another structure that is approximately six feet in length will also be rehabilitated with this bridge package. There is no BMS information on this structure because PennDOT does not track structures less than 12 feet in length; Bryn Mawr Avenue over Meadow Brook Creek

•The bridges in Montgomery County are: Byberry Road over Southampton Creek; Greenwood Avenue over a Branch of Rock Creek; Eagleville Road over Eagleville Run

•The bridge in the City of Philadelphia is: Frankford Avenue over Pennypack Creek

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	185	150											
CON	STU		2,000										
CON	STP		2,500										
CON	185		1,125										
CON	STP			500									
CON	STU			1,874									
CON	185			875									
		150	**5,625**	**3,249**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**9,024**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 105291 ***The Circuit Line Item***

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: L. Guarini

CMP:

PennDOT Class: Bicycle/Pedestrian

PennDOT Improvement: Bicycle/Pedestrian

NHPP:

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. $5 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. The following projects are included in this line item:

1) Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
2) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
3) Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
4) Montgomery - Pennypack Trail Extension MPMS #105484;
5) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
6) Philadelphia - Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
7) Philadelphia - Spring Garden Street Greenway MPMS #105850

$4,000,000 TAU (Transportation Alternatives Set-Aside - Urban Allocation) has been allocated by the DVRPC Board for the Winter 2018 round of Transportation Alternatives Set-Aside selected projects to be used for regionally significant trail projects in the future, including projects in the The Circuit Line Item - MPMS #105291.

The Circuit is a 750-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Transportation Plan. Circuit trails will generally meet minimum design standards (10-feet wide, paved, and separated from traffic) to reflect their intended use as the arteries of a dedicated regional non-motorized transportation system. Circuit trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according the 2013 American Community Survey.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	CAQ			2,500									
CON	CAQ				2,500								
CON	CAQ					500							
CON	CAQ						500						
		0	**0**	**2,500**	**2,500**	**500**	**500**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**5,000**		**Total FY2021-2024**		**1,000**		**Total FY2025-2028**		**0**	

Various

MPMS# 106295 ***RRX LED Light Installation*** **New**

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City; Ridley Township FC:

PLAN CENTER: DOI: No AQ Code:S8 IPD:

PROJECT MANAGER: MAL/M. lang CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will install LED warning lights at crossings in the following locations:

Delaware County:
1) Oak Lane, SR 2015
2) Ashland Ave., Eddystone
3) South Ave. , SR 201
4) Amosland Ave., SR 2021
5) Swarthmore Ave. ,SR 2025
6) Fairview Rd., SR 2035
7) Meetinghouse Rd., SR 3012
8) Naamans Creek Rd., SR 491

Philadelphia:
9) Weccacoe Ave.
10) Snyder Ave., SR 2002

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	RRX	247											
		247	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**247**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106648 ***Sink Holes Line Item*** **New**

LIMITS District Wide No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various FC:

PLAN CENTER: DOI: No AQ Code:X13 IPD:

PROJECT MANAGER: L. Guarini CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581			443									
		0	**0**	**443**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**443**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 106649 ***Stormwater Permits/Environmental Mitigation*** **New**

LIMITS No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various FC:

PLAN CENTER: DOI: No AQ Code:NRS IPD:

PROJECT MANAGER: L. Guarini CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Reserve Line Item for Stormwater Permits

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581		750										
		0	**750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**750**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106651 ***Sign Structure Repair*** **New**

LIMITS No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various FC:

PLAN CENTER: DOI: No AQ Code:X11 IPD:

PROJECT MANAGER: L. Guarini CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Reserve Line Item for Sign Structure Repairs

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**0**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 106654 ***I-95 Transportation Demand Mgt (TMA)*** **New**

LIMITS No Let Date

IMPROVEMENT Intersection/Interchange Improvements MRPID:65

MUNICIPALITIES: Various FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: L. Guarini CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will provide for coordination activities among multiple Transportation Management Associations (TMAs) in Bucks, Delaware, and Philadelphia counties to assist PennDOT with mitigating congestion on the I-95 corridor by reducing the number of drivers on the road during construction, particularly during AM and PM peak commute hours. Outreach efforts will focus on select employers with employees using the corridor; some efforts will reach those same employees directly. Outreach activities will include sharing and supplementing efforts to inform regular users of upcoming construction schedules, in addition to educating and assisting employers to help employees who are regular users with finding viable alternatives to driving alone along this corridor, utilizing Travel Demand Management (TDM) techniques.

Interstate 95 is a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring Bucks and Delaware counties in Pennsylvania. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by ongoing construction work. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow, with a specific focus on employer concerns (on-time arrivals, reliable commute times, reducing use of vacation/sick time, improving employee morale, etc.).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	NHPP	225											
PRA	TOLL												
PRA	STU		225										
		225	**225**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**450**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 106990 ***District Roundabout Program*** **New**

LIMITS Districtwide No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various FC: AQ Code:NRS

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Traff/A. Patel CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Evaluation of roundabouts at one or more locations.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	sHSIP		1,000										
FD	sHSIP												
		0	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**1,000**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 107524 ***Large Sign Structure Repair 3*** **New**

LIMITS Bucks, Delaware, Montgomery & Philadelphia Counties Actl Let Date: 12/1/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various FC: AQ Code:X11

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project consists of high priority repairs to large sign structures within District 6-0 (Bucks, Delaware, Montgomery & Philadelphia Counties). The high priority maintenance items have been identified through routine inspections conducted in accordance with PennDOT's Publication 238. The goal of this project is to repair all outstanding high priority sign structures to preserve public safety.

The type of work items that are associated with this project include: replace rusted sign clips, repair bent support angles and deteriorated grout pads, close gaps between sign panels, replace missing junction box locks and hand hole screws, replace missing luminaire lenses, bulbs, and shrouds, replace sign connection hardware, remove graffiti and debris at foundations, remove rust and spot paint, replace anchor bolts, correct hole alignments and install bolts, reconnect inspection walkway chains and replace protective netting around base plates, replace missing strut end caps, secure walkway grating supports, replace damaged sections of walkway, replace missing U-bolts, and secure loose wires.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	581		1,500										
		0	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,500**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 107544 ***Bridge Group N*** **New**

LIMITS No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various FC: AQ Code:S19

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: Gannett/V. Genua CMP:

PennDOT Class: PennDOT Improvement: NHPP:

Seven bridges in Bucks, Chester, and Montgomery counties that are structurally deficient will be replaced, and one bridge in Bucks County that is not structurally deficient will be rehabilitated, all with minimal roadway improvements. An estimated service life extension of 30 years for replacements and 15 years for rehabilitation is anticipated. Work will also include District-wide “On-Demand” bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:
Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.

The bridges in Chester County are:
Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.

The bridge in Montgomery County is:
Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	185				200								
UTL	185			100									
CON	185			1,000									
CON	185				1,000								
CON	185					1,000							
CON	185						1,000						
CON	185							3,000					
		0	**0**	**1,100**	**1,200**	**1,000**	**1,000**	**3,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,300**		**Total FY2021-2024**		**5,000**		**Total FY2025-2028**		**0**	

Various

MPMS# 107800 ***2016 Del/Ches/Mont/ ADA Ramps*** **New**

LIMITS Chester, Delaware and Montgomery Counties — Est Let Date: 10/19/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traffic/F.Hanney — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is Design Build.This project involves the construction of ADA ramps in Delaware, Chester and Montgomery Counties. This project contains 295 ADA ramps from the District ADA Transition List. Reconstruction of curb cut ramps to latest ADA standards

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	75											
CON	STU	3,100											
		3,175	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**3,175**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 107801 ***2016 Bucks & Montco ADA Ramps*** **New-B**

LIMITS Bucks & Montgomery Counties — Est Let Date: 9/28/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various — FC: — AQ Code:A2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Traffic/F.Hanney — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project is Design Build.This project involves the construction of ADA ramps in Bucks and Montgomery Counties. This project contains 114 ADA ramps from the District ADA Transition List. Reconstruction of curb cut ramps to latest ADA standards

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	75											
CON	STU	1,350											
		1,425	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,425**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 108534 ***Regional Sidewalk Inventory*** **New**

LIMITS District Wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jim Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

To assist with planning efforts to help communities in the region become more pedestrian-friendly and accessible, this project will develop a new regional sidewalk inventory and create an online platform for a shared regional conversation on local and regional walkability.

A regional sidewalk inventory will allow DVRPC and partners to do things like map and measure the mileage, connectivity, and quality of sidewalks in the region or a local area, identify gaps where sidewalk infrastructure is not present or in poor condition, set grounded targets for sidewalk network buildout, and can serve as a starting point for the development of priorities to address sidewalk gaps in the most appropriate places. The creation of a sidewalk inventory will also allow DVRPC to better address walkability in regional performance measures, support regional asset management efforts, and will be beneficial for other planning activities like Safe Routes to School, PennDOT Connects, pedestrian safety audits, healthy communities planning, and improving safe and equitable access to transit and other essential services. A sidewalk inventory can also be used to support the creation of pilot funding programs
related to improving walkability and accessibility.

The online walkability engagement tool, which will complement the sidewalk inventory, will allow regional residents to share information about sidewalk and walking conditions in their communities. Users will be able to plot their location, rate how safe they feel, and note desired improvements. The online platform will also provide an opportunity for local and regional community and advocacy groups, such as senior and disabled advocates, to gather and share the voices and needs of their constituencies. To the extent possible, the online platform will be connected with existing communication tools like the Philadelphia 311 system so that sidewalk maintenance issues reported by users will reach agencies who can address them directly.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	TOLL												
PRA	STU	392											
		392	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**392**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 108554 ***Local Asset Data Collection - Southeast PA*** **New**

LIMITS Bucks, Montgomery, and Philadelphia Counties — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jim Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state's MPOs and RPOs, PennDOT's goal is to gather comprehensive information on the Commonwealth's extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT's planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. In past years, data has been collected for Chester and Delaware counties, and portions of Bucks and Montgomery counties. This year, staff will continue the data collection in Bucks and Montgomery, and may begin collecting data in the City of Philadelphia. Using existing data from PennDOT and the counties/City, DVRPC will need to field verify locations of potential public local roads and bridges. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC staff will perform the data collection according to established methodology developed by PennDOT utilizing tablets and software provided by PennDOT. Prior to any data collection in Philadelphia, DVRPC will send a letter to the City of Philadelphia that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT's web-based mapping application.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	STU	100											
PRA	LOC												
		100	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**100**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 109842 ***District 6 TSMO Support Contract (Green Light-Go)*** **New**

LIMITS — No Let Date

IMPROVEMENT

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Daniel Farley — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

The consultant will provide for the necessary operational support to Transportation Systems Management and Operations (TSMO) projects such as the I-76 Integrated Corridor Management Project. The consultant will assist Department staff with providing key oversight and assist the Department to focus on Active Arterial Traffic Management and activities in the region to improve safety and mobility. Some of the activities may include the following:

•Developing Corridor specific Traffic Signal Management Plans, Concept of Operations, and Systems Engineering Documentation.
•Assist the Department with developing and executing Memorandums of Understanding (MOU) agreements.
•Provide performance based business and functional requirements gathering,
•Provide project coordination and management of TSMO related projects and activities.
•Provide project management and construction management assistance.
•Evaluate and develop routine executive reporting utilizing data and analytical tools.
•Provide and review final design, and assist with consultation during construction.
•Provide traffic operations management and arterial timing adjustments as needed
•Prepare system engineering report in close coordination with regional ITS architecture.
•Identify performance based key objectives including but not limited to such as improving arterial travel time reliability and performance, employing travel demand management technique, communicate real time traveler information via connected vehicle technology.
•Provide technical support with the deployment of Connected Automated Vehicle (CAV) applications.
•Identify appropriate system and functional requirements including but not limited to reliable communication infrastructure, data and storage needs, hardware and software for unified command and control, adaptive and dynamic signal control, transit signal priority, emergency signal preemption, automated timing plan generators, lane reservation on arterials, automated signal performance matrices, travel time.
•Address the need for ITS devices such as CCTV, DMS and travel time system for integrated corridor management. Identify maintenance response plan along with resource needs to operate and maintain complex arterial transportation system.
•Provide TMC technical staff assistance and training as needed.
•Provide technical assistance when conducting After Action Reviews or Program assessments
•Development of outreach materials (i.e. presentations, briefings, brochures, program information, and website information) as requested.
•Development of project special provisions or other necessary tasks to ensure regional operability.
•Development of communication and network design template for arterial roadway system.
•Assist with Communications and network troubleshooting, documentation working with Central Office and District staff. Coordination with the Central Office IT RTMC Liaison.
•Assist with Central Office Coordination
•Other activities related to Traffic Operations that will support the Department's program efforts to improve safety and mobility

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	A-073		2,000										
		0	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 110127 ***District 6 Modeling Assistance*** **New**

LIMITS I-95 reconstruction and other areas as needed across the District — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	NHPP		260										
PRA	581		65										
		0	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**325**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 110429 ***Mobility Alternatives Program (MAP)*** **New**

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:A1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jackie Koons-Felion — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

These congestion mitigation efforts cover business outreach efforts by contracted agencies for the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.
Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS #17900. The DVRPC Work Program Task funding has now been broken out under this MPMS #110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS #110429.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ		433										
PRA	LOC		108										
		0	**541**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**541**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 110460 ***Commuter Services/Mobility Alternatives Program (Share-a-Ride)*** **New**

LIMITS Region-wide — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:A1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: Jim Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

These congestion mitigation efforts cover administration and marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.
Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS #17900. The DVRPC Work Program Task funding has now been broken out under this MPMS #110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS #110429.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ		201										
PRA	581		34										
PRA	LOC		16										
		0	**251**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**251**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 110837 ***Route 422 Operations and Capacity Study*** **New**

LIMITS US 422 in Chester and Montgomery Counties — No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various — FC: — AQ Code:X1

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: James Mosca — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

The efficient operation of the US 422 corridor is fundamental to the vitality of the greater Philadelphia region. Due to limited capital funding for capacity improvements, alternative strategies to maximize the current and future operating performance of this corridor continue to be identified. The primary focus of this study will be to develop a microsimulation tool and use it to analyze those strategies identified via participation of the project's stakeholders.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
STUDY	TOLL												
STUDY	STU		150										
		0	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**150**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 111063 ***2018 District-Wide High Friction Surface Treatments and Pavement Markings*** **New**

LIMITS District-Wide — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:S2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: PennDOT Improvement: NHPP:

The project will address reducing crashes at wet road cluster locations. The improvements that will be implemented include High Friction Surface Treatment (HFST), refreshed/new pavement markings, and centerline/edgeline rumble strips. The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable, so it will have the flexibility to add/delete locations depending on funding availability. Prioritized locations from District 6-0's wet road cluster lists will be closely coordinated with the District resurfacing program as it is developed each year to maximize HFST life cycle wherever possible.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP		2,454										
		0	**2,454**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,454**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

MPMS# 111065 ***2019 District-Wide High Friction Surface Treatments and Pavement Markings*** **New**

LIMITS District-Wide — No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various — FC: — AQ Code:S2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will address reducing crashes at wet road cluster locations. The improvements that will be implemented include High Friction Surface Treatment (HFST), refreshed/new pavement markings, and centerline/edgeline rumble strips. The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable, so it will have the flexibility to add/delete locations depending on funding availability. Locations not addressed on the 2018 District Wide HFST (MPMS #11063) will be addressed in the 2019 District Wide HFST contract. Prioritized locations from PennDOT District 6-0's wet road cluster lists will be closely coordinated with the District resurfacing program as it is developed each year to maximize HFST life cycle wherever possible.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP		2,000										
		0	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Various

MPMS# 111424 ***Transportation Management Associations (TMA)***

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

DOI: No

IPD:

PROJECT MANAGER: JK

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PRA	CAQ		1,063										
PRA	LOC		266										
		0	**1,329**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,329**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Various	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$53,664	$75,901	$60,017	$66,256	$255,838	$361,165	$430,732

TRANSIT PROJECTS FOR THE FY2017 TIP

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

PennDOT

MPMS# 93586 ***Downingtown Train Station Rehabilitation***

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/ Brandywine Avenue on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500 foot long high level boarding platforms, approximately 850–950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a developer to be determined.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	5307	2,200											
ROW	341	550											
UTL	5307		1,200										
UTL	341		300										
CON	5337			26,000									
CON	5307			18,000									
CON	341			6,500									
CON	341			4,500									
		2,750	**1,500**	**55,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**59,250**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

PennDOT

MPMS# 108843 ***Parkesburg Station Improvements*** **New**

LIMITS: No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Parkesburg Borough FC: AQ Code:M8

PLAN CENTER: IPD:

PROJECT MANAGER: PennDOT BPT CMP:

PennDOT Class: PennDOT Improvement: NHPP:

This project will complete site evaluation and concept development for the station.The project will also focus on ADA compliance and creating a walkway between the north and south side of Parkesburg Station. Improvements at the station will move the Keystone corridor towards full ADA accessibility and provide an improved environment to foster increased ridership.

The Parkesburg Station located in Chester County is a component of the Keystone Corridor high speed rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 round trips per average workday, most of which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are approximately eight Amtrak stops per day at the Parkesburg Station. This line has multiple tracks, full electrification, and almost complete grade separation from the highway grid.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	5307	2,800											
PE	1516	700											
		3,500	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**3,500**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For PennDOT	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$6,250	$1,500	$55,000	$0	$62,750	$0	$0

Pottstown

MPMS# 59935 ***Capital Operating Assistance - Pottstown Area Rapid Transit (PART)***

LIMITS: Pottstown Borough — No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough — FC: — AQ Code:M1

PLAN CENTER: Town Center — IPD: 7

PROJECT MANAGER: E. Batdorf — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 9A

PennDOT Class: — PennDOT Improvement: — NHPP:

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomer Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
OP	5307	800											
OP	1513	1,100											
OP	LOC	80											
OP	5307		850										
OP	1513		1,150										
OP	LOC		80										
OP	5307			850									
OP	1513			1,150									
OP	LOC			80									
OP	5307				850								
OP	1513				1,150								
OP	LOC				80								
OP	5307					870							
OP	1513					1,150							
OP	LOC					80							
		1,980	**2,080**	**2,080**	**2,080**	**2,100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**8,220**		**Total FY2021-2024**		**2,100**		**Total FY2025-2028**		**0**	

Pottstown

MPMS# 95739 ***Transportation Capital Improvements***

LIMITS: No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough FC: AQ Code:M10

PLAN CENTER: IPD:

PROJECT MANAGER: E. Batdorf CMP: Not SOV Capacity Adding CMP Subcorridor(s): 9A, 16A

PennDOT Class: PennDOT Improvement: NHPP:

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, replace a paratransit van, and begin the replacement of their existing diesel bus fleet with hybrid buses.

Capital projects planned in FY17 - FY21 include:

FY17: Technology ($150,000), Paratransit Van ($110,000)
FY18: Vehicle and Equipment Purchase: ($1,555,000)
FY19: Technology ($155,000)
FY20: Technology ($155,000)
FY21: Technology ($155,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice annunciation, wireless internet connectivity, real time mapping and monitoring, and a new fare collection upgrade.

Vehicle & Equipment Purchase: Includes but not limited to the replacement of ADA paratransit vans, and/or the replacement of transit buses, as well as informational kiosks, bus shelters, and other amenities.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	PTAF 44	150											
CAP	1517	100											
CAP	LOC	10											
CAP	5307		1,500										
CAP	1517		50										
CAP	LOC		5										
CAP	5307			100									
CAP	1517			50									
CAP	LOC			5									
CAP	5307				100								
CAP	1517				50								
CAP	LOC				5								
CAP	5307					100							
CAP	1517					50							
CAP	LOC					5							
		260	**1,555**	**155**	**155**	**155**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**2,125**		**Total FY2021-2024**			**155**	**Total FY2025-2028**			**0**

Total For Pottstown	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	$2,240	$3,635	$2,235	$2,235	$10,345	$2,255	$0

SEPTA

MPMS# 15407 ***Villanova Intermodal Station SR:0030***

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

PennDOT Class: Air Quality

PennDOT Improvement: Air Quality

NHPP: Y

The Villanova Station project will modernize the station located on the Paoli/Thorndale Regional Rail Line and make it fully ADA accessible. This project will be advanced in phases.

Phase 1 will improve station accessibility and includes the construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. The total budget for Phase 1 is $20.15 million. SEPTA will use prior year funds and funds programmed FY 2017-2019 to advance Phase 1.

Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters and passenger amenities. The total budget for Phase 2 is $10.45 million, which is programmed in FY 2019-2021.

The total project cost is $30.6 million. Funding is programmed as follows: Prior year funds in the amount of $7.81 million and $22.79 million in FY 2017-2021.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	2,422											
ERC	LOC	81											
ERC	1514		5,133										
ERC	LOC		171										
ERC	1514			4,950									
ERC	LOC			165									
ERC	1514				5,763								
ERC	LOC				192								
ERC	1514					3,786							
ERC	LOC					126							
		2,503	**5,304**	**5,115**	**5,955**	**3,912**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**18,877**		**Total FY2021-2024**		**3,912**		**Total FY2025-2028**		**0**	

SEPTA

MPMS# 59966 ***Capital Asset Lease Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAL	5337	35,802											
CAL	1514	9,873											
CAL	LOC	329											
CAL	5337		5,557										
CAL	5307		30,931										
CAL	1514		10,063										
CAL	LOC		335										
CAL	5337			42,400									
CAL	1514			11,518									
CAL	LOC			384									
CAL	5337				43,200								
CAL	1514				11,744								
CAL	LOC				391								
CAL	5337					44,064							
CAL	1514					11,987							
CAL	LOC					399							
CAL	5337						44,945						
CAL	1514						12,229						
CAL	LOC						408						
CAL	5337							45,844					
CAL	1514							12,476					
CAL	LOC							416					
CAL	5337								46,761				
CAL	1514								12,729				
CAL	LOC								424				
CAL	5337									47,696			
CAL	1514									12,989			
CAL	LOC									433			
CAL	5337										48,650		
CAL	1514										13,267		
CAL	LOC										442		
CAL	5337											49,623	
CAL	1514											13,554	
CAL	LOC											452	
CAL	5337												50,616
CAL	1514												13,833
CAL	LOC												461

SEPTA

46,004	46,886	54,302	55,335	56,450	57,582	58,736	59,914	61,118	62,359	63,629	64,910
Total FY2017-2020		202,527		Total FY2021-2024		232,682		Total FY2025-2028		252,016	

MPMS# 59973 ***Utility Fleet Renewal Program - Non Revenue Vehicles***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent on the vehicle's age, condition and usage within the Authority.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	1514	9,677											
PUR	LOC	323											
PUR	1514		9,677										
PUR	LOC		323										
PUR	1514			9,677									
PUR	LOC			323									
PUR	1514				5,806								
PUR	LOC				194								
PUR	1514					5,806							
PUR	LOC					194							
PUR	1514						5,806						
PUR	LOC						194						
PUR	1514							5,806					
PUR	LOC							194					
PUR	1514								5,806				
PUR	LOC								194				
PUR	1514									5,806			
PUR	LOC									194			
PUR	1514										5,806		
PUR	LOC										194		
PUR	1514											5,806	
PUR	LOC											194	
PUR	1514												5,806
PUR	LOC												194
		10,000	10,000	10,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2017-2020		36,000		Total FY2021-2024		24,000		Total FY2025-2028		24,000	

SEPTA

MPMS# 60275 ***Debt Service***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

- Payments on converted Indexed Rate Revenue Refunding Bonds, Series 2007. These bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements.

- Payments on Fixed Rate Revenue Bonds, Series 2010. These bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds.

- Payments on Capital Grant Receipts Bonds, Series FY 2011. These bonds are being used for the procurement of 120 new railcars (Silverliner V's) and the rehabilitation of the Wayne Junction Intermodal Facility.

- Payments on future bonds. SEPTA anticipates issuing municipal bonds in the second four years of the TIP (FY 2021-FY 2024). Repayment of these bonds is expected to begin in FY 2023.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
DS	5337	13,656											
DS	PTAF 44	32,886											
DS	1514	3,905											
DS	LOC	1,264											
DS	5337		13,256										
DS	PTAF 44		32,799										
DS	1514		3,797										
DS	LOC		1,258										
DS	5337			13,656									
DS	PTAF 44			32,760									
DS	1514			5,839									
DS	LOC			1,324									
DS	5337				13,656								
DS	PTAF 44				25,356								
DS	1514				7,175								
DS	LOC				1,113								
DS	5337					13,656							
DS	PTAF 44					25,269							
DS	1514					9,110							
DS	LOC					1,175							
DS	5337						13,656						
DS	PTAF 44						12,934						
DS	1514						9,110						
DS	LOC						750						
DS	5337							13,656					
DS	PTAF 44							12,934					
DS	1514							25,562					
DS	LOC							1,298					

SEPTA

DS	5337							13,656							
DS	PTAF 44							12,934							
DS	1514							25,562							
DS	LOC							1,298							
DS	5337								13,656						
DS	PTAF 44								12,934						
DS	1514								25,562						
DS	LOC								1,298						
DS	5337									13,654					
DS	PTAF 44									12,934					
DS	1514									25,562					
DS	LOC									1,300					
DS	5337										13,654				
DS	PTAF 44										11,723				
DS	1514										25,562				
DS	LOC										1,256				
DS	5337													13,654	
DS	1514													25,562	
DS	LOC													852	
		51,711	**51,110**	**53,579**	**47,300**	**49,210**	**36,450**	**53,450**	**53,450**	**53,450**	**53,450**	**52,195**	**40,068**		
		Total FY2017-2020			**203,700**	**Total FY2021-2024**			**192,560**	**Total FY2025-2028**			**199,163**		

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 ***Federal Preventive Maintenance***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
OP	5337	16,305											
OP	5307	19,895											
OP	LOC	9,050											
OP	5337		36,200										
OP	LOC		9,050										
OP	5307			6,255									
OP	5337			29,945									
OP	LOC			9,050									
OP	5307				36,200								
OP	LOC				9,050								
OP	5307					36,200							
OP	LOC					9,050							
OP	5307						36,200						
OP	LOC						9,050						
OP	5337							19,799					
OP	5307							16,401					
OP	LOC							9,050					
OP	5307								24,200				
OP	5337								12,000				
OP	LOC								9,050				
OP	5307									28,200			
OP	5337									8,000			
OP	LOC									9,050			
OP	5307										36,200		
OP	LOC										9,050		
OP	5307											36,200	
OP	LOC											9,050	
OP	5307												9,095
OP	5337												27,105
OP	LOC												9,050
		45,250	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**	**45,250**
		Total FY2017-2020		**181,000**		**Total FY2021-2024**		**181,000**		**Total FY2025-2028**		**181,000**	

SEPTA

MPMS# 60335 ***City Hall / 15th Street Stations***

LIMITS: City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

PennDOT Class:

PennDOT Improvement:

NHPP:

This project will rehabilitate City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. The improvements to be completed include the installation of new elevators and ramps to all levels of both stations, wider ramped corridors connecting the stations, and accessible fare line gates. The station interiors will be updated with new architectural finishes, signs, Art-in-Transit, seating and other amenities, lighting, public address systems, and closed-circuit TV. Structural repairs and upgrades will be completed to improve mechanical and natural ventilation, and prevent / intercept water infiltration and inflow. The 15th Street / City Hall Stations project has been divided into the following phases: Dilworth Park Phase (complete), 15th Street Station Phase, Inter-Station Connections and City Hall Station Structural Work Phase, and the City Hall Station Phase.

The total project cost is $146.47 million. Funding is programmed as follows: Prior year funds in the amount of $29.63 million and $116.84 million in FY 2017-2021.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	6,835											
ERC	LOC	228											
ERC	1514		4,839										
ERC	LOC		161										
ERC	OTH		15,538										
ERC	1514			16,904									
ERC	LOC			563									
ERC	OTH			17,467									
ERC	1514				40,848								
ERC	LOC				1,361								
ERC	1514					11,701							
ERC	LOC					390							
		7,063	**20,538**	**34,934**	**42,209**	**12,091**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**104,744**		**Total FY2021-2024**		**12,091**		**Total FY2025-2028**		**0**	

SEPTA

MPMS# 60540 ***Parking Improvements***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 5

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities. Currently programmed projects include

- 69th Street Transportation Center Parking Garage - $31.01 million (Prior Years-FY 2019)
- Conshohocken Station & Parking - $30 million (FY 2017-2020)
- Fern Rock Transportation Center Complex - $77.5 million (FY 2022-Future Years)
- Gwynedd Valley Station Parking - $2.54 million (Prior Years-FY 2017)
- Noble Station Parking Garage and Storage Track - $53 million (Prior Years-FY 2018 & FY 2021-2025)
- Philmont Station Parking - $3 million (FY 2022-2023)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	2,180											
ERC	LOC	73											
ERC	1514		2,431										
ERC	LOC		81										
ERC	1514			11,124									
ERC	LOC			371									
ERC	1514				11,129								
ERC	LOC				371								
ERC	1514					12,474							
ERC	LOC					416							
ERC	1514						13,985						
ERC	LOC						466						
ERC	1514							12,552					
ERC	LOC							418					
ERC	1514								11,807				
ERC	LOC								393				
ERC	1514									11,371			
ERC	LOC									379			
ERC	1514										11,371		
ERC	LOC										379		
ERC	1514											11,371	
ERC	LOC											379	
ERC	1514												12,348
ERC	LOC												412
		2,253	**2,512**	**11,495**	**11,500**	**12,890**	**14,451**	**12,970**	**12,200**	**11,750**	**11,750**	**11,750**	**12,760**
		Total FY2017-2020		**27,760**		**Total FY2021-2024**		**52,511**		**Total FY2025-2028**		**48,010**	

SEPTA

MPMS# 60574 ***Paoli Transportation Center***

LIMITS: Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station. The project will be advanced in two phases.

Phase 1 will make the existing station ADA accessible. This phase includes construction of a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas will be reconfigured and pedestrian linkages, such as sidewalks and crosswalks, will be provided throughout the station area. The total budget for Phase 1 is $36 million. SEPTA, Amtrak and PennDOT are all contributing to the cost of Phase 1 construction. SEPTA's portion of Phase 1 construction is $12 million, which is being supported by prior year funds and funds programmed in FY 2017 and FY 2018.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities and a 600-plus space commuter parking garage. The total budget for Phase 2 is $51.2 million, which is programmed in FY 2023-2025. Advancement of the Darby Road Bridge improvements is a necessary requirement for Phase 2 construction.

Complementing this project is MPMS #47979 Paoli Transportation Center Road Improvements / Darby Road Bridge, which will replace the North Valley Road (SR 1005) over Amtrak / SEPTA (BMS# 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	2,903											
ERC	LOC	97											
ERC	1514		3,387										
ERC	LOC		113										
ERC	1514							13,065					
ERC	LOC							435					
ERC	1514								18,871				
ERC	LOC								629				
ERC	1514									17,613			
ERC	LOC									587			
		3,000	**3,500**	**0**	**0**	**0**	**0**	**13,500**	**19,500**	**18,200**	**0**	**0**	**0**
		Total FY2017-2020		**6,500**		**Total FY2021-2024**		**33,000**		**Total FY2025-2028**		**18,200**	

SEPTA

MPMS# 60582 ***Vehicle Overhaul Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	5337	22,140											
CAP	5307	37,726											
CAP	1514	14,646											
CAP	LOC	488											
CAP	5307		29,123										
CAP	5337		31,741										
CAP	1514		14,725										
CAP	LOC		491										
CAP	5307			24,800									
CAP	5337			36,000									
CAP	1514			14,710									
CAP	LOC			490									
CAP	5307				24,390								
CAP	5337				37,210								
CAP	1514				14,903								
CAP	LOC				497								
CAP	5307					36,121							
CAP	5337					26,279							
CAP	1514					15,097							
CAP	LOC					503							
CAP	5307						36,121						
CAP	5337						21,399						
CAP	1514						20,787						
CAP	LOC						693						
CAP	5337							38,400					
CAP	5307							25,600					
CAP	1514							15,484					
CAP	LOC							516					
CAP	5307								25,118				
CAP	5337								39,682				
CAP	1514								15,678				
CAP	LOC								522				
CAP	5307									28,853			
CAP	5337									36,747			
CAP	1514									15,871			
CAP	LOC									529			

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CAP	5307											26,605			
CAP	5337											39,795			
CAP	1514											16,065			
CAP	LOC											535			
CAP	5307												28,378		
CAP	5337												38,822		
CAP	1514												16,258		
CAP	LOC												542		
CAP	5307														63,226
CAP	5337														4,774
CAP	1514														16,452
CAP	LOC														548
		75,000	**76,080**	**76,000**	**77,000**	**78,000**	**79,000**	**80,000**	**81,000**	**82,000**	**83,000**	**84,000**	**85,000**		
		Total FY2017-2020		**304,080**		**Total FY2021-2024**		**318,000**		**Total FY2025-2028**		**334,000**			

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 ***Paratransit Vehicle Purchase***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	5307	5,600											
PUR	1514	1,355											
PUR	LOC	45											
PUR	5307		2,400										
PUR	1514		581										
PUR	LOC		19										
PUR	5307			5,600									
PUR	1514			1,355									
PUR	LOC			45									
PUR	5307				5,600								
PUR	1514				1,355								
PUR	LOC				45								
PUR	5307					5,600							
PUR	1514					1,355							
PUR	LOC					45							
PUR	5307						5,600						
PUR	1514						1,355						
PUR	LOC						45						
PUR	5307							5,600					
PUR	1514							1,355					
PUR	LOC							45					
PUR	5307								5,600				
PUR	1514								1,355				
PUR	LOC								45				
PUR	5307									5,600			
PUR	1514									1,355			
PUR	LOC									45			
PUR	5307										5,600		
PUR	1514										1,355		
PUR	LOC										45		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												5,600
PUR	1514												1,355
PUR	LOC												45
		7,000	**3,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**	**7,000**
		Total FY2017-2020		**24,000**		**Total FY2021-2024**		**28,000**		**Total FY2025-2028**		**28,000**	

SEPTA

MPMS# 60611 ***SEPTA Key (Fare Collection System/New Payment Technologies)***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction.

SEPTA Key is unique because it will include all of SEPTA's service modes. In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

Phase 1 of the project included the complete design, partial deployment and testing of the data network and the SEPTA Key system. Phase 2 includes the installation of the system on Rail Transit, Trolley and Bus fleets. In the last phase of the project, Regional Rail, Parking Operations, and Customized Community Transportation (CCT) will transition to the SEPTA Key.

Companion projects supporting the SEPTA Key project and incorporated in the total project budget include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five downtown Railroad stations (Temple University, Jefferson, Suburban Station, 30th Street Station and University City); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to finance this project. The total project cost includes the loan repayment, interest on the loan and companion project costs.

Project status updates are available online at http://www.septa.org/key/.

The total project cost is $267.90 million. Funding is programmed as follows: Prior year funds in the amount of $69.99 million and $197.91 million in FY 2017-2019.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	5307	30,000											
CAP	5337	30,000											
CAP	1514	16,597											
CAP	LOC	554											
CAP	5337		49,674										
CAP	5307												
CAP	1514		18,467										
CAP	LOC		616										
CAP	5307			38,788									
CAP	1514			12,786									
CAP	LOC			426									
		77,151	**68,757**	**52,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**197,908**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

SEPTA

MPMS# 60636 ***Elwyn to Wawa Rail Restoration***

LIMITS: Elwyn to Wawa, Delaware County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Middletown Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

FC:

No Let Date

MRPID:P

AQ Code:2025M

IPD: 3

CMP Subcorridor(s): 5B

NHPP:

This project will provide for a three mile restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus in Wawa, Delaware County along the existing railroad line, referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; communications system improvements; the replacement of three bridges; and the rehabilitation of one bridge and three culverts.

The new terminus at Wawa will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; and a 600+ car parking deck. The new facility will be fully ADA compliant. A new traffic intersection and access road connecting U.S Route 1, a major highway artery in the area, to the station will be constructed. Additional project elements include the construction of a railcar storage/maintenance yard and crew facility on SEPTA property in Lenni, Delaware County.

The total project cost is $150.6 million. Funding is programmed as follows: Prior year funds in the amount of $12.64 million and $137.96 million in FY 2017-2021.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	1,359											
ERC	LOC	45											
ERC	1514		6,323										
ERC	LOC		211										
ERC	OTH		30,462										
ERC	1514			22,708									
ERC	LOC			757									
ERC	OTH			12,533									
ERC	1514				30,984								
ERC	LOC				1,033								
ERC	OTH				15,000								
ERC	1514					16,010							
ERC	LOC					534							
		1,404	**36,996**	**35,998**	**47,017**	**16,544**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**121,415**	**Total FY2021-2024**			**16,544**	**Total FY2025-2028**			**0**

SEPTA

MPMS# 60638 ***Regional Rail Car, Locomotive, and Trolley Acquisition***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program provides for the replacement and addition of rail cars, locomotives, and trolleys. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Planned procurements include:

Electric Locomotives - $162 million (Prior Years-FY 2019)
This project provides for the acquisition of new electric locomotives. The acquisition of new locomotives will allow SEPTA to retire its current, life-expired locomotives and accommodate the planned acquisition of new multi-level push-pull railcars to address growing ridership. A contract was awarded in July 2015 for thirteen ACS-64 locomotives with an option for up to an additional five. The locomotives are expected to be delivered in calendar year 2018.

Multi-Level Regional Rail Cars and Coaches - $194.63 million (Prior Years-FY 2023)
This project provides for the acquisition of 45 new multi-level push-pull passenger railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system. These cars are additions to SEPTA's current fleet of 45 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as wider aisles, a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding video screen display of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems. The railcars are expected to be delivered in calendar years 2019 and 2020.

Trolley Acquisition and Infrastructure - $713.25 million (Prior Years-FY 2028)
This project provides for the modernization of SEPTA's Trolley service through the acquisition of new articulated trolleys, and associated planning and infrastructure improvements to accommodate these new vehicles. The goals of the project are to provide a system in full compliance with the ADA; ensure a safer and more reliable transit service; control vehicle acquisition costs by providing faster, higher capacity service; and reduce operating costs through fleet right-sizing. The new trolleys will operate on City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. In addition to the acquisition and infrastructure improvements, the planning process will also evaluate the feasibility of trolley service restoration on Routes 23 and 56. The trolleys will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, subway station and in-street stop upgrades, track and bridge improvements, fare payment and trolley maintenance.

Regional Rail Cars, Silverliner VI - $1.1 billion (FY 2024-Future Years)
This project provides for the purchase of new railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV railcars were built between 1974 and 1976, and by the time of replacement, the cars will be well past their expected useful life. Vehicles acquired will fully comply with ADA requirements and federal and state regulations regarding safety features and systems.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	1514	15,479											
PUR	LOC	516											
PUR	1514		5,174										
PUR	OTH		60,000										
PUR	LOC		172										
PUR	1514			32,544									
PUR	OTH			25,000									
PUR	LOC			1,085									
PUR	5337				30,033								
PUR	1514				15,655								
PUR	LOC				522								
PUR	5337					40,100							
PUR	1514					32,098							
PUR	LOC					1,070							

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	5337						44,099								
PUR	1514						72,681								
PUR	LOC						2,423								
PUR	5307							30,320							
PUR	5337							6,400							
PUR	1514							79,716							
PUR	LOC							2,657							
PUR	5307								23,003						
PUR	5337								12,000						
PUR	1514								79,072						
PUR	LOC								2,635						
PUR	5307									15,268					
PUR	5337									18,000					
PUR	1514									83,935					
PUR	LOC									2,797					
PUR	5307										9,516				
PUR	5337										22,000				
PUR	1514										90,468				
PUR	LOC										3,015				
PUR	5307											7,743			
PUR	5337											22,000			
PUR	1514											92,000			
PUR	LOC											3,066			
PUR	5337													27,950	
PUR	1514													102,594	
PUR	LOC													3,419	
		15,995	**65,346**	**58,629**	**46,210**		**73,268**	**119,203**	**119,093**	**116,710**	**120,000**	**124,999**	**124,809**	**133,963**	
		Total FY2017-2020			**186,180**		**Total FY2021-2024**			**428,274**	**Total FY2025-2028**			**503,771**	

SEPTA

MPMS# 60651 ***Substations and Power Improvements***

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary. Currently programmed substation and power projects include:

Railroad Substations:
- Allen Lane Substation - $15 million (FY 2025-Future Years)
- Ambler Substation - $10.88 million (Prior Years-FY 2017)
- Brill Substation Overhaul - $12.8 million (FY 2025-Future Years)
- Jenkintown Substation - $34.05 million (Prior Years-FY 2017)
- Morton and Lenni Substations - $18.14 million (Prior Years-FY 2017)
- Wayne Junction Static Frequency Converters #1-4 - $55.75 million (Prior Years-FY 2022)

Multi-modal Substation Overhaul Program:
- Substation Design and Equipment Purchase - $25.77 million (Prior Years-FY 2021)
- Lansdale, Chestnut Hill East, 18th/12th/Portal, Hatboro Construction - $25.24 million (FY 2018-2022)
- Neshaminy, Bethayres, Yardley Construction - $24.58 million (FY 2018-2022)
- Market, Ellen, Ranstead Construction - $18.68 million (FY 2019-2022)
- Broad, Louden, Castor Construction- $19.95 million (FY 2018-2022)
- Woodbourne Construction - $23.49 million (FY 2020-2024)
- Transit Substation Overhaul Program - $45 million (FY 2027-Future Years)

Power Program:
- 30th Street West Catenary Replacement - $77 million (Prior Years-FY 2022)
- Airport Line Catenary Replacement - $1 million (FY 2018-2021)
- Chestnut Hill East Line Catenary Replacement - $5.5 million (FY 2020-2024)
- Fox Chase Line Catenary Replacement - $2.75 million (FY 2021-2024)
- Regional Rail Power Feeder Cable Improvements - $3 million (FY 2025-2028)
- Wayne Junction Yard Catenary Replacement - $1.25 million (FY 2023-2026)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	12,048											
ERC	LOC	6,969											
ERC	1514		7,117										
ERC	OTH		25,000										
ERC	LOC		237										
ERC	1514			14,348									
ERC	LOC			478									
ERC	OTH			15,000									
ERC	5307				11,731								
ERC	1514				12,942								
ERC	LOC				431								
ERC	OTH				10,000								
ERC	1514					34,190							
ERC	LOC					1,139							
ERC	1514						39,933						
ERC	LOC						1,331						
ERC	1514							21,513					
ERC	LOC							717					
ERC	1514								21,286				

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ERC	LOC								709						
ERC	1514									20,928					
ERC	LOC									697					
ERC	1514										19,839				
ERC	LOC										661				
ERC	1514											19,839			
ERC	LOC											661			
ERC	1514													19,839	
ERC	LOC													661	
		19,017	**32,354**	**29,826**	**35,104**	**35,329**	**41,264**	**22,230**	**21,995**	**21,625**	**20,500**	**20,500**	**20,500**		
		Total FY2017-2020			**116,301**	**Total FY2021-2024**			**120,818**	**Total FY2025-2028**			**83,125**		

MPMS# 60655 ***Levittown Station***

LIMITS: Levittown station in Bucks County — No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various — FC: — AQ Code:2025M

PLAN CENTER: — IPD: 2

PROJECT MANAGER: — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4A, 5I, 12A

PennDOT Class: — PennDOT Improvement: — NHPP:

Improvements to Levittown Station on the Trenton Regional Rail Line will make the station fully ADA accessible. Work includes installation of new full length high-level platforms with canopies; replacement of the station building; parking improvements and expansion; stormwater management; new signage, lighting, and passenger amenities. In addition, a new pedestrian overpass complete with elevators will be constructed to replace the old tunnel. Bus loops will be constructed and bus shelters installed to promote intermodal access, improve traffic flow and enhance safety for motorists and pedestrians through the station and parking areas.

The total project cost is $36.01 million. Funding is programmed as follows: Prior year funds in the amount of $10.76 million and $25.25 in FY 2017- 2019.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	4,310											
ERC	LOC	144											
ERC	1514		15,101										
ERC	LOC		503										
ERC	1514			5,020									
ERC	LOC			167									
		4,454	**15,604**	**5,187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**25,245**		**Total FY2021-2024**			**0**	**Total FY2025-2028**		**0**	

SEPTA

MPMS# 73214 ***Ardmore Transportation Center***

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

PennDOT Class:

PennDOT Improvement:

NHPP:

The Ardmore Transportation Center project on the Paoli/Thorndale Regional Rail Line will modernize the station and make it fully ADA accessible. This project will be completed in phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible stairs and ramps; improved lighting; new signage; landscaping and site improvements including storm water management; and preparing the foundation for a future parking garage. Phase 1 costs include design for Phase 1. The total budget for Phase I is $36.29 million. SEPTA will use prior year funds and funds programmed in FY 2018 to advance Phase 1.

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. The total budget for Phase II is $26.05 million. SEPTA is programming $10 million towards Phase 2 construction in FY 2026 and FY 2027. Phase 2 will be advanced upon identification of funding partners and alternate funding sources.

The total project cost is $62.34 million. Funding is programmed as follows: Prior year funds in the amount of $28.99 million ($18.9 million Federal / $5.4 million State Department of Transportation / $3.5 million State Redevelopment Assistance Capital Program (RCAP) / $1.2 million local), $7.3 million in FY 2018, and $10 million in FY 2026 and FY 2027. An additional $16.05 million will be programmed when funding sources are identified.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	5337		10,133										
ERC	1514		2,452										
ERC	LOC		82										
ERC	1514										6,890		
ERC	LOC										230		
ERC	1514											2,787	
ERC	LOC											93	
		0	**12,667**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,120**	**2,880**	**0**
		Total FY2017-2020		**12,667**		**Total FY2021-2024**			**0**	**Total FY2025-2028**		**10,000**	

SEPTA

MPMS# 77183 ***Transit and Regional Rail Station Program***

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

FC:

AQ Code:M8

PLAN CENTER:

IPD: 3

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

Railroad Stations
- Bicycle Transit Access Program - $2.5 million (Prior Years-FY 2020)
- Devon Station - $20 million (FY 2026-2028)
- East Falls Station - $19.5 million (FY 2022-2026)
- Hatboro Station - $7.15 million (FY 2024-2028)
- Jenkintown-Wyncote Station High Level Platforms - $25.32 million (Prior Years-FY 2021)
- Lawndale Station - $11.5 million (FY 2024-2027)
- Marcus Hook Station - $22.5 million (FY 2025-Future Years)
- Roslyn Station - $6.5 million (FY 2024-2028)
- Secane Station - $21.15 million (Prior Years-FY 2018)
- Suburban Station Passenger and Crew Amenities - $4.17 million (FY 2017)
- Swarthmore Station Roof and Canopy - $.81 million (Prior Years-FY 2017)
- Willow Grove Station - $6.5 million (FY 2021-2025)
- Wyndmoor Station Canopy and Roof Replacement - $1.54 million (Prior Years-FY 2017)
- Wyndmoor Station - $19.5 million (FY 2025-Future Years)
- Wynnewood Station - $19.5 million (FY 2026-Future Years)
- Yardley Station - $5.5 million (Prior Years-FY 2018)

Transit Stations
- 5th Street Station - $13 million (Prior Years-FY 2020)
- 11th Street Station - $9.5 million (FY 2020-2023)
- 40th Street Station - $10.92 million (Prior Years-FY 2018)
- Arrott Transportation Center (Margaret-Orthodox Station) - $38.46 million (Prior Years-FY 2019)
- Center City Concourses Improvements - $59.65 million (Prior Years-FY 2021)
- Elevator/Escalator Program - $22.78 million (FY 2022-2028)
- Erie Station on the Broad Street Line - $9 million (FY 2022-2024)
- Fairmount Station - $18 million (FY 2026-Future Years)
- Hunting Park Station - $5.5 million (FY 2024-2028)
- South Broad Street Line Station - $7 million (FY 2020-2024)
- Susquehanna-Dauphin Station on the Broad Street Line - $14.9 million (FY 2017-2019)
- Villanova Station on the Norristown High Speed Line - $6 million (FY 2018-2020)
- Wyoming Station on the Broad Street Line - $5 million (FY 2025-2028)

Bus and Trolley Loop Program
- Bethlehem Pike - $1.75 million (FY 2022-2023)
- City Avenue - $5.28 million (FY 2017-2018)
- Ridge and Summit - $1.75 million (FY 2023-2024)
- Rising Sun and Olney - $1.75 million (FY 2024-2025)
- Wissahickon Transportation Center - $14.25 million (FY 2017-2022)
- Westmoreland - $1.75 million (FY 2019-2021)
- Wycombe - $2 million (FY 2026-2027)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	5339	4,000											
ERC	1514	4,597											
ERC	1514	15,223											

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

ERC	LOC	153													
ERC	LOC	507													
ERC	1514		19,171												
ERC	LOC		638												
ERC	1514			12,499											
ERC	LOC			417											
ERC	1514				15,015										
ERC	LOC				500										
ERC	1514					14,079									
ERC	LOC					469									
ERC	1514						20,491								
ERC	LOC						683								
ERC	1514							19,737							
ERC	LOC							658							
ERC	1514								19,552						
ERC	LOC								652						
ERC	1514									18,105					
ERC	LOC									603					
ERC	1514										23,345				
ERC	LOC										778				
ERC	1514											25,944			
ERC	LOC											865			
ERC	1514													28,192	
ERC	LOC													939	
		24,480	**19,809**	**12,916**	**15,515**	**14,548**	**21,174**	**20,395**	**20,204**	**18,708**	**24,123**	**26,809**	**29,131**		
		Total FY2017-2020		**72,720**		**Total FY2021-2024**		**76,321**		**Total FY2025-2028**		**98,771**			

SEPTA

MPMS# 90497 ***Infrastructure Safety and Renewal Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair. Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; fencing; and grade crossing improvements.

- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.

- Signals and Communications Systems: Rehabilitation of signal systems and select communications equipment.

- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.

- Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, bridges and other support functions.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	42,097											
ERC	LOC	1,403											
ERC	1514		43,065										
ERC	LOC		1,435										
ERC	1514			44,033									
ERC	LOC			1,467									
ERC	1514				45,000								
ERC	LOC				1,500								
ERC	1514					45,968							
ERC	LOC					1,532							
ERC	1514						46,936						
ERC	LOC						1,564						
ERC	1514							47,904					
ERC	LOC							1,596					
ERC	1514								48,871				
ERC	LOC								1,629				
ERC	1514									49,839			
ERC	LOC									1,661			
ERC	1514										50,807		
ERC	LOC										1,693		
ERC	1514											51,775	
ERC	LOC											1,725	
ERC	1514												52,742
ERC	LOC												1,758
		43,500	**44,500**	**45,500**	**46,500**	**47,500**	**48,500**	**49,500**	**50,500**	**51,500**	**52,500**	**53,500**	**54,500**
		Total FY2017-2020		**180,000**		**Total FY2021-2024**		**196,000**		**Total FY2025-2028**		**212,000**	

SEPTA

MPMS# 90512 ***SEPTA Bus Purchase Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

SEPTA's Bus Fleet Management Plan provides for the annual acquisition of different size buses based upon needs and route characteristics including vehicles that have exceeded their useful life and are in need of replacement. The current bus fleet consists of a variety of buses ranging from 60-Foot articulated and 40-Foot buses for City Transit and Suburban service routes to 27-Foot and 30-Foot buses for contracted service routes.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years and 4) Introduction of new technology to the fleet.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

In FY 2017 through 2020, SEPTA will purchase five hundred twenty-five (525) 40-Foot buses to replace SEPTA`s existing 2000-2004 NABI 40-Foot buses, which will have exceeded their useful service life of 12 years by the time of replacement.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PUR	5339	7,259											
PUR	5307	9,106											
PUR	1514	27,645											
PUR	LOC	922											
PUR	5307		40,773										
PUR	5339		9,943										
PUR	1514		16,405										
PUR	LOC		547										
PUR	5307			31,268									
PUR	5339			7,649									
PUR	1514			13,549									
PUR	LOC			452									
PUR	5307				31,065								
PUR	5339				7,852								
PUR	1514				13,549								
PUR	LOC				452								
PUR	5307					31,065							
PUR	5339					7,852							
PUR	1514					13,549							
PUR	LOC					452							
PUR	5307						31,065						
PUR	5339						7,852						
PUR	1514						13,549						
PUR	LOC						452						
PUR	5339							7,852					
PUR	5307							31,065					

SEPTA

PUR	1514							13,549							
PUR	LOC							452							
PUR	5307								31,065						
PUR	5339								7,852						
PUR	1514								13,549						
PUR	LOC								452						
PUR	5307									31,065					
PUR	5339									7,852					
PUR	1514									13,549					
PUR	LOC									452					
PUR	5307										31,065				
PUR	5339										7,852				
PUR	1514										13,549				
PUR	LOC										452				
PUR	5307											31,065			
PUR	5339											7,852			
PUR	1514											13,549			
PUR	LOC											452			
PUR	5307													31,065	
PUR	5339													7,852	
PUR	1514													13,549	
PUR	LOC													452	
		44,932	**67,668**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**	**52,918**
		Total FY2017-2020			**218,436**	**Total FY2021-2024**			**211,672**	**Total FY2025-2028**			**211,672**		

SEPTA

MPMS# 93588 ***Exton Station***

LIMITS: Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

PennDOT Class:

PennDOT Improvement:

NHPP:

The Exton Station Improvement project will modernize the station located on the Paoli/Thorndale Regional Rail Line. This project will be advanced in phases.

Phase 1 encompasses the construction of high-level platforms with canopies and wind screens, stormwater management improvements, and a new station building. The station facilities will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided. The total budget for Phase 1 is $23.44 million. SEPTA will use prior year funds and funds programmed in FY 2018 to advance Phase 1.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 3 includes the development and construction of a fully accessible, multi-level parking garage with pathways to the station platforms. The Phase 2 and 3 budget is $39.5 million. SEPTA will use funds programmed in FY 2020 to FY 2024 to advance Phase 2 and 3.

The total project cost is $62.94 million. Funding is programmed as follows: Prior year funds in the amount of $14.94 million, $8.5 million in FY 2018 and FY $39.5 million FY 2020-2024.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514		8,226										
ERC	LOC		274										
ERC	1514				2,419								
ERC	LOC				81								
ERC	1514					13,065							
ERC	LOC					435							
ERC	1514						11,613						
ERC	LOC						387						
ERC	1514							6,774					
ERC	LOC							226					
ERC	1514								4,355				
ERC	LOC								145				
		0	**8,500**	**0**	**2,500**	**13,500**	**12,000**	**7,000**	**4,500**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**11,000**		**Total FY2021-2024**		**37,000**		**Total FY2025-2028**		**0**	

SEPTA

MPMS# 95402 ***Bridge Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - $30 million (FY 2022-Future Years)
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - $35 million (FY 2023-Future Years)
- Crum Creek Viaduct Replacement (Delaware County) - $89.86 million (Prior Years-2018)
- Mainline-Schuylkill Bridges (Philadelphia) - $56 million (FY 2022-2028)
- Media/Elwyn Line Viaducts, 3 Bridges (Delaware County) - $35 million (Prior Years-2017)
- Norristown High Speed Line Bridge 0.15 (Delaware County) - $15.5 million (Prior Years-2020)
- Norristown High Speed Line Bridge 12.81 (Montgomery County) - $30.5 million (FY 2021-2025)
- Stone Arch Bridges Phase 2 (Multiple Locations) - $10 million (FY 2017-2021)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	29,514											
ERC	LOC	984											
ERC	1514		37,496										
ERC	LOC		1,249										
ERC	1514			18,003									
ERC	LOC			600									
ERC	1514				15,004								
ERC	LOC				500								
ERC	1514					15,290							
ERC	LOC					510							
ERC	1514						18,301						
ERC	LOC						609						
ERC	1514							15,460					
ERC	LOC							515					
ERC	1514								15,697				
ERC	LOC								523				
ERC	1514									15,857			
ERC	LOC									528			
ERC	1514										14,516		
ERC	LOC										484		
ERC	1514											14,516	
ERC	LOC											484	
ERC	1514												14,511
ERC	LOC												484
		30,498	**38,745**	**18,603**	**15,504**	**15,800**	**18,910**	**15,975**	**16,220**	**16,385**	**15,000**	**15,000**	**14,995**
		Total FY2017-2020			**103,350**	**Total FY2021-2024**			**66,905**	**Total FY2025-2028**			**61,380**

SEPTA

MPMS# 102565 ***Track Improvement Program***

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

FC:

No Let Date

MRPID:AY

AQ Code:M9

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will provide for improvements to SEPTA's track and right-of-way. Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program will renew and replace street track and special work, continuous welded rail (CWR), ties, and timbers. Currently programmed projects include:

- Bridge Street Yard - $3 million (FY 2020-2021)
- Norristown Regional Rail Line 3rd Track - $34.5 million (FY 2026-Future Years)
- Norristown High Speed Line (NHSL) Tie Replacement and Continuous Welded Rail - $26 million (Prior Years-FY 2023)
- Route 10, 11, 13 and 36 Track Improvements - $10 million (FY 2022-2024)
- Route 101/102 Yard Tracks Program - $5.69 million (FY 2018-2020)
- Trolley Diversion Routes and Revenue/Non-Revenue Tracks Improvements - $27.25 million (FY 2024-2028)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	1514	3,668											
CAP	LOC	123											
CAP	1514		4,011										
CAP	LOC		134										
CAP	1514			4,063									
CAP	LOC			134									
CAP	1514				4,550								
CAP	LOC				151								
CAP	1514					4,452							
CAP	LOC					149							
CAP	1514						4,646						
CAP	LOC						155						
CAP	1514							4,753					
CAP	LOC							161					
CAP	1514								4,552				
CAP	LOC								153				
CAP	1514									4,592			
CAP	LOC									155			
CAP	1514										4,598		
CAP	LOC										153		
CAP	1514											4,596	
CAP	LOC											155	
CAP	1514												4,598
CAP	LOC												153
		3,791	**4,145**	**4,197**	**4,701**	**4,601**	**4,801**	**4,914**	**4,705**	**4,747**	**4,751**	**4,751**	**4,751**
		Total FY2017-2020		**16,834**		**Total FY2021-2024**		**19,021**		**Total FY2025-2028**		**19,000**	

DVRPC FY 2017-2020 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 ***Roof Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems. Currently programmed projects include:

- 5800 Bustleton Roof Replacement - $1.75 million (FY 2022-2024)
- 69th Street Terminal/MSHL Shop Roof Replacement - $14.1 million (Prior Years-FY 2019)
- 2nd & Wyoming / Berridge Shop Roof Replacement - $15.84 million (Prior Years-FY 2018)
- Broad Substation Roof Replacement - $2 million (Prior Years-FY 2018)
- Comly Roof Replacement - $7.7 million (FY 2020-2022)
- Courtland Shop Roof Replacement - $7.15 million (FY 2018-2020)
- Overbrook Maintenance Facility Roof - $7.55 million (Prior Years-FY 2019)
- Railroad Stations Roof Program - $21 million (FY 2023-2028)
- Sansom Substation Roof Replacement - $2 million (FY 2022-2024)
- Southern Garage Roof Replacement - $7.7 million (FY 2019-2022)
- Substations and Maintenance Roof Program - $21 million (FY 2023-2028)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	7,657											
ERC	LOC	255											
ERC	1514		9,318										
ERC	LOC		311										
ERC	1514			7,872									
ERC	LOC			262									
ERC	1514				7,910								
ERC	LOC				264								
ERC	1514					8,032							
ERC	LOC					268							
ERC	1514						7,328						
ERC	LOC						244						
ERC	1514							7,135					
ERC	LOC							238					
ERC	1514								7,466				
ERC	LOC								249				
ERC	1514									6,774			
ERC	LOC									226			
ERC	1514										6,774		
ERC	LOC										226		
ERC	1514											6,774	
ERC	LOC											226	
ERC	1514												6,774
ERC	LOC												226
		7,912	**9,629**	**8,134**	**8,174**	**8,300**	**7,572**	**7,373**	**7,715**	**7,000**	**7,000**	**7,000**	**7,000**
		Total FY2017-2020		**33,849**		**Total FY2021-2024**		**30,960**		**Total FY2025-2028**		**28,000**	

SEPTA

MPMS# 102569 ***Maintenance & Transportation Facilities***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops, and office buildings. Program elements include replacement of vehicle washer, lift, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; construction of a new district employee facilities; and paving improvements. Currently programmed projects include:

- Allegheny Washer - $3.55 million (Prior Years-FY 2018)
- Boiler Replacement Program - $12 million (Prior Years-FY 2028)
- Bus Lift Program - $10.5 million (FY 2022-2028)
- Environmental Cleanup - $5.89 million (FY 2017-2028)
- Frankford District Employee Facilities - $9.7 million (Prior Years-FY 2018)
- Frontier Garage Roof, Washer, and Paving - $9.95 million (Prior Years-FY 2019)
- Overhead and Fire Doors - $8.75 million (FY 2022-2028)
- On-Site Power for Major Facilities - $15 million (FY 2017-2028)
- Overbrook Washer - $3.2 million (FY 2022-2025)
- Powelton Yard Facility Improvements - $3.92 million (Prior Years-FY 2018)
- SEPTA Headquarters Improvements - $5.32 million (Prior Years-FY 2017)
- Southern Garage Stormwater Management and Pavement - $4.92 million (Prior Years-FY 2018)
- Steel Wheel Lift Program - $12 million (FY 2017-2028)
- Underground Storage Tank Replacement Program - $21 million (FY 2017-2028)
- Vehicle Washer Program - $14 million (FY 2022-2028)
- 103 Victory Avenue Facility Improvements - $10.47 million (Prior Years-FY 2018)
- Wheel Truing Program - $15 million (FY 2017-2028)

Also included in this program is the Frazer Rail Shop and Yard Upgrade project. This project will upgrade the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including new multi-level cars. Work includes extending three existing storage tracks and adding three new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be upgraded and mechanical equipment and electrical connections will be replaced. The budget for this project is $139 million. Funding is programmed as follows: prior fiscal years and FY 2017-2020.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	14,114											
ERC	LOC	470											
ERC	1514		17,838										
ERC	OTH		19,000										
ERC	LOC		594										
ERC	1514			17,731									
ERC	OTH			30,000									
ERC	LOC			591									
ERC	1514				27,444								
ERC	OTH				25,000								
ERC	LOC				915								
ERC	1514					25,211							
ERC	LOC					840							
ERC	1514						14,274						
ERC	LOC						476						
ERC	1514							14,390					
ERC	LOC							480					
ERC	1514								14,032				

SEPTA

ERC	LOC							468							
ERC	1514										13,839				
ERC	LOC										461				
ERC	1514											13,839			
ERC	LOC											461			
ERC	1514												13,839		
ERC	LOC												461		
ERC	1514													13,839	
ERC	LOC													461	
		14,584	**37,432**	**48,322**	**53,359**	**26,051**	**14,750**	**14,870**	**14,500**	**14,300**	**14,300**	**14,300**	**14,300**		
		Total FY2017-2020			**153,697**	**Total FY2021-2024**			**70,171**	**Total FY2025-2028**			**57,200**		

SEPTA

MPMS# 102571 ***Communications, Signals, & Technology Improvements***

LIMITS: System-wide — No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various — FC: — AQ Code:M6

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

PennDOT Class: — PennDOT Improvement: — NHPP:

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair. Currently programmed projects include:

- 30th to Arsenal Catenary, Signals and ROW Improvements - $41.8 million (Prior Years-FY 2018)
- Beth Interlocking and Signal Improvements - $7 million (FY 2022-2027)
- Broad Street Subway Ridge Spur Signals - $6.5 million (Prior Years-FY 2018)
- CARD System Replacement - $32.5 million (Prior Years-FY 2021)
- Hunt/Wayne Interlocking - $14 million (FY 2022-2026)
- Information Technology Program - $60 million (FY 2017-2028)
- Media/Elwyn ATC Upgrade - $3.65 million (Prior Years-FY 2019)
- Railroad Interlocking Improvement Program - $40 million (FY 2025-Future Years)
- Real Time Information / Audio Visual Public Address (AVPA) - $34.73 million (Prior Years-FY 2020)
- Route 101/102 Positive Train Control - $74.96 million (Prior Years-FY 2019)
- Scheduling System Enhancements - $8.1 million (FY 2017-2018)
- York Interlocking - $7 million (FY 2018-2022)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CAP	1514	17,423											
CAP	LOC	581											
CAP	3028		5,800										
CAP	1514		30,954										
CAP	LOC		1,032										
CAP	1514			26,128									
CAP	LOC			871									
CAP	1514				26,133								
CAP	LOC				871								
CAP	1514					24,674							
CAP	LOC					822							
CAP	1514						24,413						
CAP	LOC						814						
CAP	1514							20,207					
CAP	LOC							673					
CAP	1514								17,149				
CAP	LOC								571				
CAP	1514									19,452			
CAP	LOC									648			
CAP	1514										19,384		
CAP	LOC										646		
CAP	1514											19,123	
CAP	LOC											637	
CAP	1514												19,316
CAP	LOC												644
		18,004	**37,786**	**26,999**	**27,004**	**25,496**	**25,227**	**20,880**	**17,720**	**20,100**	**20,030**	**19,760**	**19,960**
		Total FY2017-2020			**109,793**	**Total FY2021-2024**			**89,323**	**Total FY2025-2028**			**79,850**

SEPTA

MPMS# 103626 ***Resiliency Program***

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

The Resiliency Program provides funding for seven projects that proactively address infrastructure vulnerabilities. On September 22, 2014, approximately $3.6 billion was made available by the Federal Transit Administration under the Public Transportation Emergency Relief Program (Section 5324) for competitively selected projects in response to Hurricane Sandy. SEPTA was selected to receive $86.76 million in federal funds ($115.68 million total) to advance projects which intend to protect public transportation infrastructure that have been repaired or rebuilt after Hurricane Sandy or that is at risk of being damaged or destroyed by a future natural disaster.

SEPTA was selected to receive funding for the following projects:
- Ancillary Control Center - $12 million total
- Flood Mitigation at Jenkintown - $19.9 million total
- Manayunk/Norristown Line Shoreline Stabilization - $6 million total
- Railroad Embankment/Slope Stabilization - $25 million total
- Railroad Signal Power Reinforcement - $42.7 million total
- Sharon Hill Line Flood Mitigation - $5 million total
- Subway Pump Room Emergency Power - $5 million total

SEPTA previously initiated work on these projects and obligated $89.41 million. The balance of funding for the Resiliency Program or $26,269,955 is programmed in FY 2017 and will support the following projects: Flood Mitigation at Jenkintown; Manayunk/Norristown Line Shoreline Stabilization; Railroad Embankment/Slope Stabilization; Sharon Hill Line Flood Mitigation.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	5324	19,702											
ERC	1514	6,356											
ERC	LOC	212											
		26,270	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**26,270**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

SEPTA

MPMS# 105572 ***Lansdale Area Improvements***

LIMITS: Lansdale Train Station and 9th Street Train Station

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lansdale Borough

PLAN CENTER: Town Center

FC:

No Let Date

MRPID:CG

AQ Code:2020M

IPD: 4

PROJECT MANAGER:

CMP:

PennDOT Class:

PennDOT Improvement:

NHPP:

This project provides for the improvements to the Lansdale Station area. The project includes construction of a fully accessible 680-space parking garage at the Lansdale Regional Rail Station, resulting in a total of 895 parking spaces at the station. A pedestrian overpass will provide a direct connection to a future Transit Oriented Development (TOD) project on the Borough's Madison Avenue parking lot. In addition, the following Lansdale area companion improvements will be advanced: Enhancements to the Main Street entrance to the station; construction of a bus layover area on Railroad Street south of Main Street adjacent to the tracks; and construction of a new station at 9th Street (complete). The total project cost is $43.25 million.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	8,513											
ERC	LOC	284											
ERC	1514		7,637										
ERC	LOC		255										
		8,797	**7,892**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**16,689**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

SEPTA

MPMS# 107011 ***Safety and Security Improvements*** **New**

LIMITS: System-wide — No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: — FC: — AQ Code:M6

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP:

PennDOT Class: — PennDOT Improvement: — NHPP:

Safety is a key objective of SEPTA's Strategic Business Plan. All projects are grounded in a safety-first methodology. This new program addresses SEPTA's goal to provide passengers with safe, reliable, and efficient transportation. The program includes projects that will improve station, tunnel, and facility ventilation systems, interoperable communications, bus operations, and security infrastructure. Currently programmed projects include:

- Allegheny Garage Ventilation - $3.67 million (FY 2017-2018)
- AT&T and Suburban Stations Ventilation Improvements - $20 million (Prior Years-FY 2018)
- Bus Turn Alerting System - $4.63 million (FY 2017-2019)
- Jefferson Station Platform Ventilation System - $5.08 million (Prior Years-FY 2018)
- Midvale Facility and Security Enhancements - $26.7 million (FY 2017-2021)
- Pump Rooms - $10 million (FY 2022-2028)
- Radio Interoperability - $24.89 million (Prior Years-FY 2019)
- Safety and Security Infrastructure Hardening Program - $14 million (FY 2017-Future Years)
- Tunnel Ventilation Evaluation - $1.3 million (Prior Years-FY 2017)
- Wayne Junction Yard Security Improvements - $2.5 million (FY 2017-2018)

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ERC	1514	13,548											
ERC	LOC	451											
ERC	1514		14,412										
ERC	LOC		480										
ERC	1514			15,089									
ERC	LOC			503									
ERC	1514				14,526								
ERC	LOC				484								
ERC	1514					12,007							
ERC	LOC					400							
ERC	1514						4,839						
ERC	LOC						161						
ERC	1514							4,838					
ERC	LOC							161					
ERC	1514								4,887				
ERC	LOC								163				
ERC	1514									4,839			
ERC	LOC									161			
ERC	1514										4,839		
ERC	LOC										161		
ERC	1514											4,839	
ERC	LOC											161	
ERC	1514												3,900
ERC	LOC												130
		13,999	**14,892**	**15,592**	**15,010**	**12,407**	**5,000**	**4,999**	**5,050**	**5,000**	**5,000**	**5,000**	**4,030**
		Total FY2017-2020		**59,493**		**Total FY2021-2024**		**27,456**		**Total FY2025-2028**		**19,030**	

SEPTA

	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
Total For SEPTA	$604,572	$786,902	$712,496	$667,065	$2,771,035	$2,468,221	$2,468,188

INTERSTATE MANAGEMENT PROGRAM FOR THE FY2017 TIP FOR DVRPC SUBREGION

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

I-95 RECONSTRUCTION PROJECT ROADMAP

The I-95 Corridor, a major facility built in the 1960s, is home to many regional destinations. These destinations include sports, recreational and entertainment venues, employment centers like Center City Philadelphia, and major transportation/port facilities such as the Philadelphia International Airport and several port terminals. It also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes.

More than $2 billion will provide for PennDOT's long-term, multi-phase initiative to rebuild and improve Interstate 95 in Pennsylvania. Over the next decade, PennDOT will focus on reconstructing an eight mile stretch of Interstate 95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 30 separate MPMS#'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the Regional Highway Program of the DVRPC TIP. Construction is currently active at the Cottman/Princeton Interchange (CPR), at the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and at the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95. Table 13, on the next page, shows a breakdown of the individual projects and programming amounts in the FY2017 STIP.

In addition, PennDOT has a number of other projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C). And there is more work still yet to be added to the region's long range transportation improvement program that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the 51 miles of I-95 in Pennsylvania, 23% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. Sector A projects pose particular design, construction and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line and the Delaware River waterfront.

Table 13: I-95 FY2017 STIP Funding

	Sections	Subsections	MPMS #	Limits	Amount of Funds Programmed in the FY2017 STIP for PA ('000) First FY (2017-2020)	Second FY (2021-2024)	Third FY (2025-2028)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	These projects have been let for construction and do not have funds programmed in the FY2017 STIP.			
		CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				
		CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	$ 27,241			**$ 27,241**
	Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	$ 20,000	$ 20,000	$ 11,300	**$ 51,300**
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	$ 66,686	$ 48,000		**$ 114,686**
		BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	$ 8,500	$ 71,852	$ 110,000	**$ 190,352**
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
		BS4	103562	I-95 Betsy Ros Ramps/Adams Avenue Connector	$ 91,361			**$ 91,361**
		BS5	103563	I-95 Bridge Street Ramps	$ 5,000	$ 72,240		**$ 77,240**
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (Design)	$ 24,000	$ 24,000	$ 20,594	**$ 68,594**
		BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	$ 15,000			**$ 15,000**
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)	$ 37,181	$ 80,000		**$ 117,181**
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.		$ 20,846	$ 120,000	**$ 140,846**
		BR4	103559	I-95 Betsy Roos Mainline SB			$ 1,344	**$ 1,344**
		BR5	103560	I-95 Betsy Ross Conrail Bridges	$ 7,867	$ 60,000		**$ 67,867**
		BR6	103561	I-95 Betsy Ross Interchange Drainage		$ 6,959		**$ 6,959**
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (Design)	$ 27,622	$ 20,000	$ 13,107	**$ 60,729**
		AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	$ 19,276	$ 5,000		**$ 24,276**
		AF2	79912	I-95: Allegheny Ave. Interchange	$ 41,475	$ 100,000	$ 45,000	**$ 186,475**
		AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek		$ 9,388	$ 64,069	**$ 73,457**
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane			$ 1,344	**$ 1,344**
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	$ 4,799			**$ 4,799**
		GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
		GR1	79686	I-95: Columbia Ave. to Ann St.	$ 1,000			**$ 1,000**
		GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	$ 9,000			**$ 9,000**
		GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	$32,840.00			**$ 32,840**
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	$ 90,515	$ 120,000	$ 84,930	**$ 295,445**
		GR5	79828	I-95: Race to Shackamaxon Sts.	$ -	$ 14,267	$ 40,000	**$ 54,267**
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.		$ 20,872	$ 155,000	**$ 175,872**
		GR7	103554	I-95 Corridor ITS/ATMS	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
		GR8	103555	I-95 Corridor ITS	$ 19,588	$ 40,000	$ 20,000	**$ 79,588**
		GR9	103556	I-95 ATMS (GR9)				
	Other I-95 Projects	95/322 - Sector C	15447	I-95/322/Conchester Hwy. Interchange/Impvts. (322)			$ 3,875	**$ 3,875**
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	$ 2,462			**$ 2,462**
			46959	I-95 Design Review Manager	$ 1,000			**$ 1,000**
			92289	I-95 Consultant Management	$ 1,000			**$ 1,000**
			98207	I-95 Congestion Management	$ 16,100	$ 33,000		**$ 49,100**
		CSP - Sector B	104243	I-95 Central and South Philadelphia Project Development	This project has been let for construction and does not have funds programmed in the FY2017 STIP.			
		CSXT - Sector C	104343	US 322 over CSX	$ 3,248	$ 21,813	$ 12,244	$ 37,305
			105796	Philadelphia Pump Station Upgrades	$ 22,660			**$ 22,660**
			106708	I-95 Planning Assistance	$ 155			**$ 155**
			106654	I-95 Transportation Demand Management (TMS)	$ 450			**$ 450**
Total Amount of Funds Programmedin FY2017 STIP for PA for I-95 Reconstruction in Philadelphia ('000):								**$ 2,087,070**

Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.

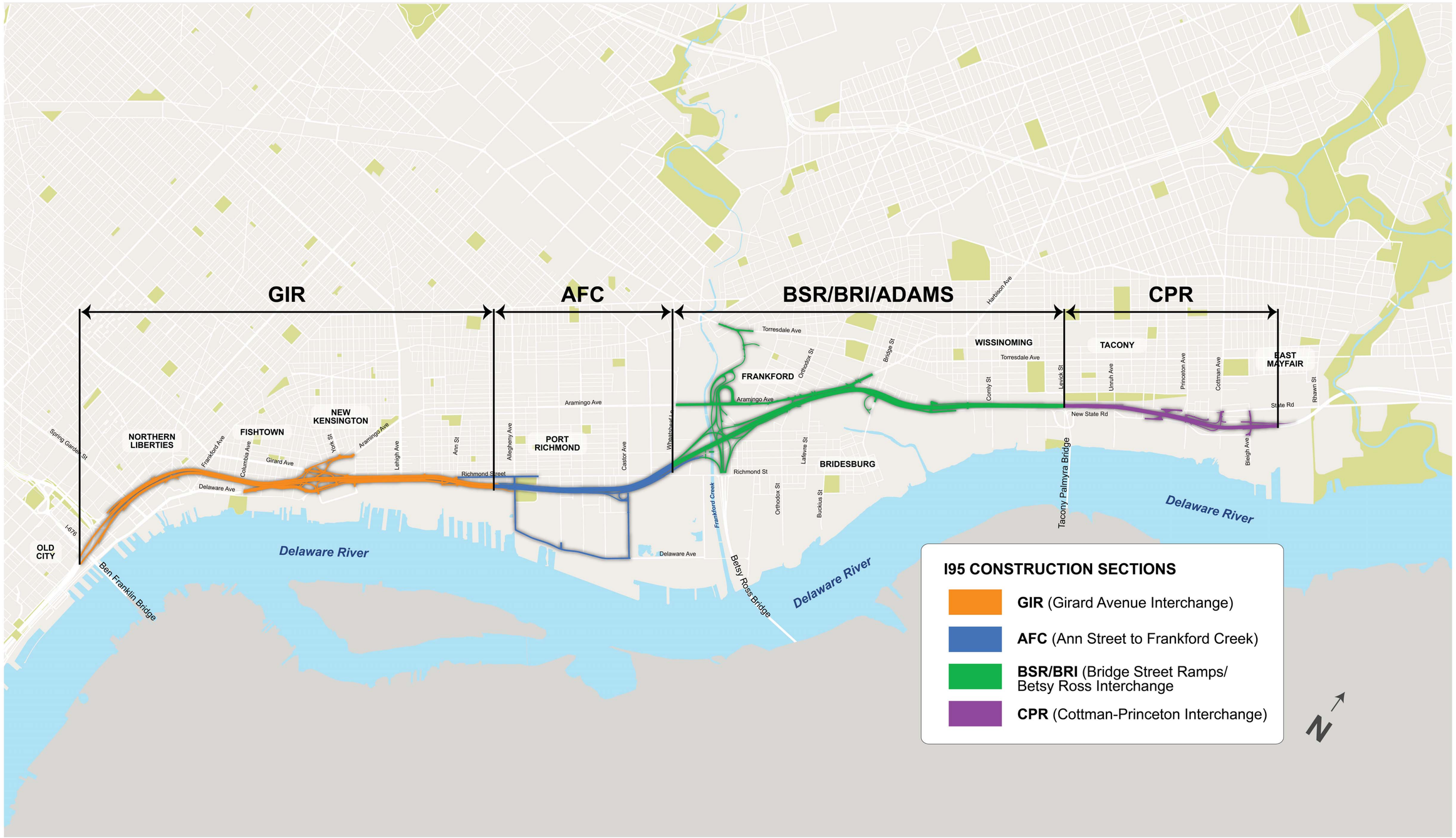
Teal shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligat

Red shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.

Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.

Yellow shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide

Abbreviations: PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project



I95 SECTOR A
Map Of Construction Sections

Figure 4: I-95 SECTOR A MAP

Delaware

MPMS# 15477 ***I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095***

LIMITS: I-95 at Rt. 322 — No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township — MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14; 16 — AQ Code:2035M

PLAN CENTER: — DOI: — IPD: 7

PROJECT MANAGER: TSS/P. Berthold — CMP: Major SOV Capacity — CMP Subcorridor(s): 4D, 8A

This project is a component of the Statewide Interstate Management Program (IMP). The project entails the reconfiguration of the interchange connecting I-95 and US 322 and the interchange of US 322 and Bethel Road. The project area extends along I-95 from just south of the US 322 interchange north to the Commodore Barry Bridge Off Ramp and along US 322 from the I-95 interchange to SR 452 (Market Street) to the west. Among other safety issues, a major weave across three high volume lanes of traffic occurs when vehicles enter I-95 from US 322 eastbound and are destined to US 322 eastbound and the Commodore Barry Bridge. The area along I-95 has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB. The project will also entail the bridge rehabilitation or replacement of 5 existing bridges including Highland Avenue over I-95. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581-IM									3,875			
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,875**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**3,875**

Total For Delaware	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$0	$0	$0	$0	$0	$0	$3,875

Montgomery

MPMS# 92583 ***I-76: Turnpike Interchange to City Line Avenue Interchange*** **Return**

LIMITS: Turnpike Interchange to City Line Avenue Interchange — No Let Date

MUNICIPALITIES: Lower Merion Township; West Conshohocken Borough; Upper Merion Township; Conshohocken

IMPROVEMENT: Roadway Rehabilitation — FC: 11 — AQ Code:S10

PLAN CENTER: — DOI: DOI_BASE — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP:

Milling and repaving of I-76, Schuylkill Expressway, from the Turnpike Interchange to the City Line Avenue Interchange in Upper Merion Township, Lower Merion Township, and West Conshohocken Borough in Montgomery County.

All work will be on the mainline roadway. No proposed work is on any ramps or bridges except for ramps and bridges in the I-76/I-476 Interchange.

Work also includes updating guide rail, replacing damaged signs, and repairs to several overhead sign structures.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	TOLL												
PE	SPK-NHPP	125											
FD	TOLL												
FD	SPK-NHPP												
CON	NHPP		3,500										
CON	TOLL												
CON	SPK-NHPP		23,266										
		125	**26,766**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**26,891**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Montgomery

MPMS# 106662 ***I-76 Integrated Corridor Management*** **New**

LIMITS: Between the US 202 and I-476 interchanges — No Let Date

MUNICIPALITIES: Upper Merion Township — MRPID:132

IMPROVEMENT: Signal/ITS Improvements — FC: — AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter — DOI: No — IPD:

PROJECT MANAGER: Chuck Davies ADE Design — CMP:

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

•Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
•Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I – 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).

•Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
•Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
•Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
•Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	SPK-NHPP	4,500											
PE	SPK-NHPP		8,500										
CON	SPK-NHPP					18,289							
CON	SPK-NHPP						18,337						
CON	SPK-NHPP							26,037					
CON	SPK-NHPP								38,137				
CON	NHPP-IM									11,200			
		4,500	**8,500**	**0**	**0**	**18,289**	**18,337**	**26,037**	**38,137**	**11,200**	**0**	**0**	**0**
		Total FY2017-2020		**13,000**		**Total FY2021-2024**		**100,800**		**Total FY2025-2028**		**11,200**	

Total For Montgomery	2017	2018	2019	2020	2017-2020	2021-2024	2025-2028
	$4,625	$35,266	$0	$0	$39,891	$100,800	$11,200

Philadelphia

MPMS# 47811 ***Bridge Street Design (Section BSR)(IMP) SR:0095***

LIMITS: Orthodox Street to Levick Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the North Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, North Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the North Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the North Delaware Ave. Extension. A new on-ramp from Tacony St. and the North Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. to the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine St. and Cottman Ave. that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP-IM*	4,500											
FD	581-IM*	500											
FD	NHPP-IM*		4,500										
FD	581-IM*		500										

Philadelphia

FD	NHPP-IM			4,500											
FD	581-IM			500											
FD	NHPP-IM				4,500										
FD	581-IM				500										
FD	NHPP-IM					4,500									
FD	581-IM					500									
FD	NHPP-IM						4,500								
FD	581-IM						500								
FD	NHPP-IM							4,500							
FD	581-IM							500							
FD	NHPP-IM								4,500						
FD	581-IM								500						
FD	NHPP-IM									10,170					
FD	581-IM									1,130					
		5,000	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**11,300**	**0**	**0**	**0**		
		Total FY2017-2020		**20,000**		**Total FY2021-2024**		**20,000**		**Total FY2025-2028**		**11,300**			

Philadelphia

MPMS# 47812 ***I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095***

LIMITS: Wheatsheaf Lane to Orthodox Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 will be eliminated from the Betsy Ross Interchange. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a $51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP-IM*	4,800											
FD	581-IM*	1,200											
FD	NHPP-IM		4,800										
FD	581-IM		1,200										
FD	NHPP-IM			4,800									
FD	581-IM			1,200									
FD	NHPP-IM				4,800								
FD	581-IM				1,200								
FD	NHPP-IM					4,800							

Philadelphia

FD	581-IM					1,200									
FD	NHPP-IM						4,800								
FD	581-IM						1,200								
FD	NHPP-IM							4,800							
FD	581-IM							1,200							
FD	NHPP-IM								4,800						
FD	581-IM								1,200						
FD	NHPP-IM									16,475					
FD	581-IM									4,119					
		6,000	**6,000**	**6,000**	**6,000**	**6,000**	**6,000**	**6,000**	**6,000**	**20,594**	**0**	**0**	**0**		
		Total FY2017-2020			**24,000**	**Total FY2021-2024**			**24,000**	**Total FY2025-2028**			**20,594**		

Philadelphia

MPMS# 47813 ***I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095***

LIMITS: Ann St. to Wheatsheaf Lane — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of rehabilitating or replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	581-IM	2,950											
FD	185-IM	2,050											
FD	581-IM		2,950										
FD	185-IM		2,050										
FD	185-IM			2,050									
FD	581-IM			2,950									
FD	185-IM				2,050								
FD	581-IM				2,950								

Pennsylvania - Interstate Management Program

Philadelphia

FD	581-IM					2,950									
FD	185-IM					2,050									
FD	581-IM						2,950								
FD	185-IM						2,050								
FD	185-IM							2,050							
FD	581-IM							2,950							
FD	581-IM								2,950						
FD	185-IM								2,050						
FD	581-IM									7,733					
FD	185-IM									5,374					
ROW	185-IM	615													
ROW	581-IM	885													
ROW	185-IM		615												
ROW	581-IM		71												
ROW	581-IM														
ROW	185-IM														
UTL	581-IM	590													
UTL	185-IM	410													
UTL	185-IM		410												
UTL	581-IM		590												
UTL	581-IM			590											
UTL	185-IM			410											
UTL	581-IM				296										
UTL	185-IM				206										
		7,500	**6,686**	**6,000**	**5,502**	**5,000**	**5,000**	**5,000**	**5,000**	**13,107**	**0**	**0**	**0**		
		Total FY2017-2020		**25,688**		**Total FY2021-2024**		**20,000**		**Total FY2025-2028**		**13,107**			

Philadelphia

MPMS# 79685 ***I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)***

LIMITS: Levick Street to Bleigh Avenue — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14 — AQ Code:2020M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47394, 79683, and 79685.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM	24,517											
CON	581-IM	2,724											
		27,241	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**27,241**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 79826 ***I-95 Northbound: Columbia-Ann St N (GR3)***

LIMITS: Columbia Ave. to north of Ann Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14 — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Delaware Ave. will be reconstructed between Columbia Ave. and Aramingo Ave. and the temporary detour road will be constructed along Conrail's Port Richmond Yard and an associated retaining wall. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	NHPP-IM	5,580											
UTL	581	620											
CON	NHPP-IM		44,528										
		6,200	**44,528**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**50,728**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 79827 ***I-95 Southbound: Columbia-Ann St N (GR4)***

LIMITS: Columbia to north of Ann Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: EE/E. Elbich — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	265											
ROW	581-IM		250										
UTL	NHPP-IM		4,553										
UTL	581-IM		506										
UTL	NHPP-IM			4,000									
UTL	581-IM			444									
CON	NHFP		48,879										
CON	NHPP-IM			31,295									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							35,000					
CON	NHPP-IM								35,000				
CON	NHPP-IM									86,975			
		265	**54,188**	**35,739**	**30,000**	**30,000**	**30,000**	**35,000**	**35,000**	**86,975**	**0**	**0**	**0**
		Total FY2017-2020		**120,192**		**Total FY2021-2024**		**130,000**		**Total FY2025-2028**		**86,975**	

Philadelphia

MPMS# 79828 ***I-95: Race - Shackamaxon (GR5)***

LIMITS: Race Street to Shackamaxon Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: Metropolitan Center — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: EE/E. Elbich — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. This project will be split into two different section (GR5 and GR6 - northbound and southbound) for letting purposes on the future (see MPMS #102304). Overall cost of the Race to Shackamaxon section is approximately $300 million for both northbound and southbound directions.

Construction programming extends beyond the 12-year period. $137,000,000 total is cash-flowed from FY2027 to FY2030 and is part of the construction cost.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	NHPP-IM		3,986										
ROW	581-IM		443										
ROW	NHPP-IM			1,324									
ROW	581-IM			147									
UTL	581-IM							7,267					
UTL	581-IM								7,000				
CON	NHPP-IM									40,000			
		0	**4,429**	**1,471**	**0**	**0**	**0**	**7,267**	**7,000**	**40,000**	**0**	**0**	**0**
		Total FY2017-2020		**5,900**		**Total FY2021-2024**		**14,267**		**Total FY2025-2028**		**40,000**	

Philadelphia

MPMS# 79903 ***I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)***

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812). The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed to the exisiting ramp system. In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this constuction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, and 79905.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM	3,017											
CON	SXF	11,983											
		15,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**15,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 79904 ***I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)***

LIMITS: Wheatsheaf Lane to Orthodox St. Crossing — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).
The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	2,412											
ROW	185-IM	1,298											
ROW	581-IM		2,275										
ROW	185-IM		1,225										
UTL	581-IM	937											
UTL	185-IM	505											
UTL	581-IM		937										
UTL	185-IM		505										
CON	NHPP-IM												
CON	NHPP-IM												
CON	NHPP-IM					20,000							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								20,000				
CON	NHPP-IM									22,716			
		5,152	**4,942**	**0**	**0**	**20,000**	**20,000**	**20,000**	**20,000**	**22,716**	**0**	**0**	**0**
		Total FY2017-2020		**10,094**		**Total FY2021-2024**		**80,000**		**Total FY2025-2028**		**22,716**	

Philadelphia

MPMS# 79905 ***I-95: Betsy Ross Mainline (BR3)***

LIMITS: Wheatsheaf Lane to I-95 north of Margaret St. — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 7

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the northbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 northbound over Frankford Creek and construction of a northbound I-95 viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noisewall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

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This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM					2,500							
ROW	581-IM						1,750						
ROW	581-IM							1,546					
UTL	581-IM					500							
UTL	581-IM						400						
UTL	581-IM							259					
CON	NHPP-IM								13,891				
CON	NHPP-IM									120,000			
		0	**0**	**0**	**0**	**3,000**	**2,150**	**1,805**	**13,891**	**120,000**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**		**20,846**		**Total FY2025-2028**		**120,000**	

Philadelphia

MPMS# 79908 ***I-95: Kennedy to Levick (Section BS1) (IMP)***

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2025M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Kennedy Street to Levick Street, the southbound I-95 off-ramp at the Bridge Street interchange, and the northbound I-95 on-ramp at the Bridge Street interchange, including work to:
-Reconstruct northbound and southbound I-95 (four lanes in each direction) from Kennedy Street to Levick Street;
-Relocate the James Street off-ramp further north and connecting it to Tacony Street at a new underpass to be located opposite the proposed Tacony Street/North Delaware Avenue Extension intersection;
-Relocate the Bridge Street on ramp further north to the proposed Tacony Street/North Delaware Avenue Extension intersection;
-Replace the bridges that carry I-95 over Fraley Street, Carver Street (i.e. the location of the southbound off ramp), Comly Street, and Van Kirk Street;
-Reconstruct Tacony Street from Kennedy Street to north of the North Delaware Avenue Extension; and
-Install a new traffic signal at the intersection of Tacony Street and the proposed North Delaware Avenue Extension; and
Modify the traffic signals at Tacony Street and Fraley Street, Tacony Street and Van Kirk Street and Tacony Street and Comly Street; and
- Construct trail connections to the K&T Trail along Van Kirk Street and/or Comly Street.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305,102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM	7,965											
ROW	581-IM		4,000										
ROW	581-IM			4,000									
UTL	581-IM		2,500										
UTL	581-IM			2,804									
CON	NHPP-IM												
CON	NHPP-IM												
CON	NHPP-IM				20,000								
CON	NHPP-IM					20,000							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								11,237				

Philadelphia

7,965	6,500	6,804	20,000	20,000	20,000	20,000	11,237	0	0	0	0	
Total FY2017-2020	41,269			Total FY2021-2024	71,237			Total FY2025-2028	0			

Philadelphia

MPMS# 79910 ***I-95: Margaret to Kennedy (Section BS2) (IMP)***

LIMITS: Margaret to Kennedy — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 6

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street, which were relocated in the Section BS1 project (MPMS #79908). This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM			2,000									
ROW	581-IM				2,000								
ROW	581-IM					1,464							
UTL	581-IM			2,250									
UTL	581-IM				2,250								
UTL	581-IM					2,056							
CON	NHPP-IM					8,332							
CON	NHPP-IM						20,000						
CON	NHPP-IM							20,000					
CON	NHPP-IM								20,000				
CON	NHPP-IM									110,000			
		0	**0**	**4,250**	**4,250**	**11,852**	**20,000**	**20,000**	**20,000**	**110,000**	**0**	**0**	**0**
		Total FY2017-2020		**8,500**		**Total FY2021-2024**		**71,852**		**Total FY2025-2028**		**110,000**	

Philadelphia

MPMS# 79912 ***I-95: Allegheny Ave Inter (AF2)***

LIMITS: Philadelphia County — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — DOI: DOI_BASE — IPD: 5

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47813, 79911, and 79912.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		3,000										
ROW	581-IM			3,000									
ROW	581-IM				3,548								
UTL	581-IM		1,683										
UTL	581-IM			1,500									
CON	NHPP-IM												
CON	NHPP-IM												
CON	NHPP-IM					6,225							
CON	NHPP-IM						10,000						
CON	NHPP-IM							10,000					
CON	NHPP-IM												
CON	NHPP-IM												
		0	**4,683**	**4,500**	**3,548**	**6,225**	**10,000**	**10,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**12,731**		**Total FY2021-2024**		**26,225**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 83640 ***I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)***

LIMITS: Shackamaxon Street to Columbia Avenue — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2025M

PLAN CENTER: Metropolitan Center — DOI: DOI_BASE — IPD: 1

PROJECT MANAGER: George Dunheimer ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is total reconstruction and shoulder widening of I-95 between Shackamaxon St. and Columbia Ave. to allow future cross-overs, the addition of a continuous ramp lane in each direction, I-95 structure replacements over Shackamaxon St., Marlborough St., and Columbia Ave., removal of existing I-95 northbound off ramp (Ramp E) and associated retaining and sound barrier wall construction.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM	5,400											
CON	185-IM	300											
CON	581-IM	300											
CON	NHPP-IM		2,700										
CON	581-IM		150										
CON	185-IM		150										
		6,000	**3,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**9,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 92289 ***I-95 Consultant Mgmt*** **Return**

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties — No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other — FC: — AQ Code:X5

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: — CMP:

Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP-IM	450											
PE	581-IM	50											
PE	NHPP-IM		450										
PE	581-IM		50										
		500	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**1,000**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 98207 ***I-95 Congestion Management***

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other — FC: — AQ Code:nrs

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

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TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	NHPP-IM				16,100								
PE	NHPP-IM					16,500							
PE	NHPP-IM						16,500						
		0	**0**	**0**	**16,100**	**16,500**	**16,500**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**16,100**	**Total FY2021-2024**			**33,000**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 103553 ***I-95: Race-Shackamaxon 2 (GR6)*** **New-B**

LIMITS: I-95 Race St to Shackamaxon South — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:NRS

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP:

This section serves as a placeholder for splitting GR5 (MPMS #79828) into 2 projects in the future. MPMS #79828 will continue to be referred as Section GR5. MPMS #103553 will be referred to as Section GR6. Further, funds currently shown in Later Fiscal Years will provide for congestion management improvements for the I-95 corridor construction operations of the sections active in design, including sections AFC, BRI, BSR, CPR, and GIR. The improvements emphasize mainline and ramp lane pavement markings, signals, signing and shoulder pavement rehabilitation to improve existing capacity beyond the limits of the active construction zones.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM							5,872					
CON	NHPP-IM								15,000				
CON	NHPP-IM									155,000			
		0	**0**	**0**	**0**	**0**	**0**	**5,872**	**15,000**	**155,000**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**20,872**	**Total FY2025-2028**			**155,000**

Philadelphia

MPMS# 103555 ***I-95 Corridor ITS (GR8)*** **New**

LIMITS: I-95 Corridor in the City of Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Signal/ITS Improvements — FC: — AQ Code:2035M

PLAN CENTER: Suburban Center — DOI: No — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP:

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary. Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than $2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM		1,804										
UTL	581-IM			3,500									
CON	NHPP-IM				14,284								
CON	NHPP-IM					10,000							
CON	NHPP-IM						10,000						
CON	NHPP-IM							10,000					
CON	NHPP-IM								10,000				
CON	NHPP-IM									20,000			
		0	**1,804**	**3,500**	**14,284**	**10,000**	**10,000**	**10,000**	**10,000**	**20,000**	**0**	**0**	**0**
		Total FY2017-2020		**19,588**		**Total FY2021-2024**		**40,000**		**Total FY2025-2028**		**20,000**	

Philadelphia

MPMS# 103557 ***I-95N Ann St-Wheatsheaf Lane (AF3)*** **New-B**

LIMITS: I-95 Allegheny Ave. South of Frankford Creek — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:2035M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: CH2MHill/P. Conti — CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:
*Westmoreland Viaduct (I-95 NB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Widen and Rehabilitate existing NB Structure from Westmoreland Street to Tioga Street.
*I-95 NB over Venango Street - Total Replacement
*I-95 NB over Castor Avenue - Total Replacement
*I-95 NB over Richmond Street - Total Replacement
*I-95 NB over Wheatsheaf Lane - Total Replacement
*Betsy Ross Ramp A Viaduct (NB) - Total Replacement

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911.

This project is integral to the Delaware Valley Freight Corridors Initiative.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		2,000										
ROW	581-IM							3,500					
ROW	581-IM								3,500				
ROW	581-IM									2,069			
UTL	581-IM						700						
UTL	581-IM							800					
UTL	581-IM								888				
CON	NHPP-IM									60,000			
		0	**2,000**	**0**	**0**	**0**	**700**	**4,300**	**4,388**	**62,069**	**0**	**0**	**0**
		Total FY2017-2020		**2,000**		**Total FY2021-2024**		**9,388**		**Total FY2025-2028**		**62,069**	

Philadelphia

MPMS# 103558 ***I-95SB: Ann St -Wheatsheaf Lane (AF4)*** **New-B**

LIMITS: I-95 Ann St to Wheatsheaf Lane — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:S10

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: CH2MHill/P. Conti — CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:
*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing SB Structure from Westmoreland Street to Tioga Street.
*I-95 SB over Venango Street - Total Replacement
*I-95 SB over Castor Avenue - Total Replacement
*I-95 SB over Richmond Street - Total Replacement
*I-95 SB over Wheatsheaf Lane - Total Replacement
*Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79112, 103557 and 103558. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM									672			
UTL	581-IM									672			
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,344**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**		**1,344**	

Philadelphia

MPMS# 103559 ***I-95 Btsy Rss MainIn SB (BR4)*** **New-B**

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2035M

PLAN CENTER: DOI: No IPD:

PROJECT MANAGER: AECOM/P. Shultes CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and construction of a southbound I-95 viaduct over Orthodox, Pearce and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the Honeywell Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM									1,344			
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,344**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**0**	**Total FY2025-2028**			**1,344**

Philadelphia

MPMS# 103560 ***I-95 Betsy Ross Conrail Brdgs (BR5)*** **New-B**

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Bridge Repair/Replacement — FC: — AQ Code:S19

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/P. Shultes — CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
ROW	581-IM		1,100										
ROW	581-IM			1,022									
UTL	581-IM		800										
UTL	581-IM			791									
CON	NHPP-IM				4,154								
CON	NHPP-IM					15,000							
CON	NHPP-IM						15,000						
CON	NHPP-IM							30,000					
		0	**1,900**	**1,813**	**4,154**	**15,000**	**15,000**	**30,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**7,867**		**Total FY2021-2024**		**60,000**		**Total FY2025-2028**		**0**	

Philadelphia

MPMS# 103561 ***I95 Betsy Ross Int. Drainage (BR6)*** **New-B**

LIMITS: In the City of Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:S2

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/P. Shultes — CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 1

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	NHPP-IM					1,500							
CON	NHPP-IM						5,456						
		0	**0**	**0**	**0**	**1,500**	**5,456**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020			**0**	**Total FY2021-2024**			**6,956**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 103562 ***I-95 B.Ross Rmps/Adms Ave Cnn (BS4)*** **New-B**

LIMITS: In the City of Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:2025M

PLAN CENTER: — DOI: No — IPD:

PROJECT MANAGER: AECOM/P. Shultes — CMP:

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from Wheatsheaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street.
This project includes upgraded/new traffic signals at the following intersections:
-Aramingo Avenue and Wheatsheaf Lane
-Aramingo Avenue and Adams Avenue Connector
-Aramingo Avenue and Ramp F
-Aramingo Avenue and Church Street
-Church Street and Tacony Street

See MPMS #47811 for an overall description of the SR 95 Section BSR section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.4 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
UTL	581-IM	515											
CON	NHPP-IM	46,846											
CON	NHPP-IM		22,340										
		47,361	**22,340**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**69,701**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Philadelphia

MPMS# 105796 ***Philadelphia Pump Station Upgrades*** **New**

LIMITS: South Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation — FC: — AQ Code:S18

PLAN CENTER: Metropolitan Center — DOI: No — IPD:

PROJECT MANAGER: TSS/S. Fellin — CMP:

Reconstruction of five (5) pump stations and an underpass lighting system. The pump stations in Philadelphia County are at the following locations: 1) I-676 at the intersection of 10th and Winter Streets, 2) I-676 at 22nd Street, 3) I-95 at Dock Street, and 4) I-95 SB Off-Ramp at Christopher Columbus Boulevard. The pump station in Bristol Township, Bucks County is located at the intersection of PA 413 and US 13. The underpass lighting system is for I-95 in the area of Dock Street in the City of Philadelphia.

TIP Program Years ($ 000)

Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	NHPP-IM	1,236											
FD	581-IM	309											
UTL	NHPP-IM	412											
UTL	581-IM	103											
CON	NHPP-IM	10,300											
CON	NHPP-IM		10,300										
		12,360	**10,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2017-2020		**22,660**		**Total FY2021-2024**			**0**	**Total FY2025-2028**			**0**

Total For Philadelphia	**2017**	**2018**	**2019**	**2020**	**2017-2020**	**2021-2024**	**2025-2028**
	$146,544	$178,800	$75,077	$108,838	$509,259	$648,643	$664,449